A National Newspaper for Every Branch of the Industry

Automotive Daily News

PASSENGER TRUCK PARTS, SHOP EQUIPMENT TIRES ACCESSORIES

First Copy
FEB 23 1929

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G. M. Sales Abroad in '28 Valued at $264,995,500

New York, Feb. 12.—Sales of General Motors products abroad during 1928, including those of its subsidiary companies, Yellow Truck and Coach Manufacturing Company and Vauxhall Motors, Limited, totaled 290,566 units, for a value, including parts and accessories, of $264,995,500.

This statement is made by J. D. Mooney, vice-president of the General Motors Corporation in charge of overseas operations and president of the General Motors Export Company, in his annual report.

"The sales of such of these cars and trucks as are of American design represent 47.13 per cent. of the sales of all cars and trucks of American design in the overseas world markets," his report continues.

"The most significant evidence afforded by the economic record of 1928 is the manifestly improved ability of the world overseas to satisfy its urge for a more extensive use of motorized transportation. Gross increases in registrations in the countries lying in the export jurisdiction are in excess of 1,200,000 cars and trucks, of which 611,219 were of American and Canadian origin, and approximately 590,000 of European origin. This rate of absorption is greater than it has ever been: the figure of American and Canadian sales shows increase over previous years for the first time since 1925.

"Conditions generally throughout the world indicate soundness in the economic and political fabric. The normal adjustments incident to the post-war period are just now beginning to be realized.

"In Europe as a whole considerable progress toward stability was made during the last year, and the trend gives no indication of change. Unemployment in Britain remains at a high level, and no immediate hope is held out for amelioration of conditions in the coal industry, but there is strength and vigor in the economic structure generally, and British business is seen to be adapting itself steadily to the new order of things, especially in so far as the utilization of automotive transport is concerned.

The same inclination is present to an even greater degree in Germany, where a local economic condition distinguished by a dullness of tone is in marked contrast to the vitality inherent in the motor car industry. France has shown surprising recuperative powers during the year just past. The almost miraculous stabilization of the franc has been fol-

(Continued on page 12)

RIM PRODUCTION IN JANUARY NEAR 2 MILLION MARK

23,673 Units Gain Over Same Period of 1928 Reported

CLEVELAND, Feb. 12.—Automobile rim production for the first month of the new year approached the 2,000,000 mark, according to the report of rims inspected and approved by the Tire and Rim Association of America, Inc.

The January production reached a total of 1,835,207, as compared to 1,811,534 for January of 1928, a gain of 23,673.

Where a year ago the twenty-one-inch balloon rims dominated the field, this year they have slipped into the lower levels and their place has been taken by the twenty-inch balloons.

Production of twenty-one-inch balloons in January of 1928 represented 39.2 per cent. of the entire output, with a total of 715,931 approved for the month.

This year, with but 33,774 across the line for the month of January, the output represents but 1.8 per cent. of the month's total.

Twenty-inch balloons ran up to a total of 772,885, for the first month of this year, representing 42.1 of the total, where last year, with 424,313 produced in January, they represented 23.5 of the total.

Nineteen-inch balloons made an appreciable gain also, showing an output of 518,373 for the first month of this year, compared to 322,785 for January, 1928. Slight gains were made by the three smaller classes of clinchers.

But it was increases in truck, mo-

(Continued on page 12)

Mercer Predicts All-Steel Seamless Bodies In Future

By KENNETH S. BEALL

Cleveland, Feb. 12.—The all-steel, seamless body is the auto body of the future, George J. Mercer, consulting body engineer and chairman of the body division of the Society of American Engineers, predicted here tonight at a meeting of the Cleveland section of the S. A. E.

His talk opened a lively discussion on body types, body rumbles, fender clearance, adjustable seats, body maintenance and the use of closed body ventilating system.

"Bodies have been an important subject for discussion since carriage days," Mercer said. "If anything, they were discussed with more pride in the carriage days than now.

"Milestones in the development of bodies have been the aluminum panel bodies, the beginning of the composite type; Cape Cod tops, one-man tops, sashless glass, window regulators, streamline bodies giving less wind resistance, the Springfield type, providing clearer vision, and now the all-steel body.

"It is in the process of making, but I believe it is the body of the future. Eventually it will be made without joints, and it will have less squeaks after use than when it is new."

Mercer expressed the belief that there would be no extreme change in body styles in the immediate future, but that eventually the body trend would be toward an entity embracing all extraneous and outside parts such as lamps and fenders.

"The future will see the body made as a part of the whole instead of a superstructure," he predicted.

In his opinion, the high priced automobiles have, for the present, gone as far as they can in body development, and it now remains for the little fellows to catch up.

He declared body design now must center around the passenger, providing comfort for each different sized member of the family who may drive. He expressed surprise that body builders already had not agreed upon standard inside dimensions.

Salesmen, he said, are more responsible for the similarity of body types that is justly criticized, than are designers.

"They demand lines that follow those of their more successful competitors, and to avoid alibis, their pleas are granted," he said.

Mercer's prediction on all-steel bodies aroused a discussion that split the engineers over the merits of the all-steel as compared with the composite types.

Leo Williams, Chandler-Cleveland engineer, made a plea for body in-

(Continued on Page 12)

Nation-Wide Service To Be Offered by Budd Mfg.

Philadelphia, Feb. 12.—Establishment of a nation-wide chain of Budd body service stations has been inaugurated by the Edward G. Budd Manufacturing Company of Philadelphia and Detroit, for the purpose of expanding the facilities for repair work on the 6,000,000 Budd bodies which are now owned and operated throughout the United States.

This announcement, which emanates from the Budd company's Philadelphia headquarters, outlines in detail a carefully planned program for the establishment of these service stations. The plan contemplates the immediate authorization of one fully equipped station in each large city and further expansion as the demand for this service increases.

Requirements for the service stations to be established in this national chain are such that owners of Budd bodies wil lbe assured of a complete and satisfactory service, yet officials of the Budd company are not insisting that the owners or operators of these stations be put to any unnecessary expense for equipment in order to obtain their franchise.

As the list of stations grows, their names will be compiled in pamphlet form, to be distributed to the dealers and distributors of automobiles using the Budd body, the purpose being to simplify in every way the task of obtaining specialized Budd body service.

A definite program of assistance to the station operators, with relation to the solution of repair prob-

(Continued on Page 12)

Steel Freight Container Case Interesting Industry

New York, Feb. 12.—Investigation by the Interstate Commerce Commission of a new development in handling less than carload freight on the railroads is being followed closely by traffic and truck men of the industry, both on account of its bearing on short haul traffic which has been moving over the highways and also on its possibilities in the handling of less than carload freight for long distances to and from automobile plants.

For some years steel containers that will hold from 6,000 to 10,000 pounds of miscellaneous freight have been in the experimental stage, principally on the New York Central lines, and more recently on the Pennsylvania and Lehigh Valley. Six of these containers can be loaded on an open freight car and can be opened only when removed from the car.

The railroads have been making rates on the articles shipped in the containers on a bulk basis and without regard to the classification and rating of each article. The commission has suspended recent tariffs that would have extended this service, and entered upon a general investigation to determine the lawfulness of this practice.

The railroads see in this development an economical method of handling accumulated small lots of merchandise with a possibility of regaining some traffic of this character from the highways and water lines.

J. S. Marvin of the National Automobile Chamber of Commerce; F. L. Horner, General Motors; J. W. Peters, traffic manager Delco Company, and W. J. Enright of Chrysler Motors attended the hearings at Washington last week.

Further hearings will be held by the commission at Dallas, Tex., March 18; Kansas City, Mo., March 28, and New York, April 4.

STUTZ PRODUCTION TO ESTABLISH NEW HIGH

Indianapolis, Ind., Feb. 12.—Production of Stutz Motor Car Company for the early months of 1929 call for the greatest output of cars in the history of Stutz, according to Col. E. S. Gorrell, president.

February will be the largest production month Stutz has ever had, according to Col. Gorrell, with the exception of May, 1926. Production in March, however, will be greater than any month in the eighteen years that Stutz has been producing quality automobiles. April and May plans call for an output increase over March.

N. Y. STATE TO STUDY MOTOR INSURANCE

Albany, N. Y., Feb. 12.—Any effort by the New York state Legislature to come to a definite decision regarding universal automobile insurance, compulsory or otherwise, will be delayed until after February 26, it was learned today. On that date a hearing will take place before a joint session of the Senate and Assembly internal affairs committee.

FORD GIVES $5,000,000 FOR EDISON MUSEUM

Detroit, Feb. 12.—Henry Ford has set aside $5,000,000 for completion of the Museum of American Industries and the Edison School of Technology at Dearborn, Mich., where a complete collection of Edisoniana will be exhibited during the celebration of the fiftieth anniversary of the birth of the incandescent lamp on October 21.

Gramm Announces Two Six Cylinder Van Models

Lima, O., Feb. 12.—Gramm Motors, Inc., of which B. A. Gramm is president, announce the introduction of a new line of van chassis which is being shown for the first time at the Kansas City show. The new chassis are the Imperial Senior and Imperial Junior. Four complete vans are on display and one stripped chassis.

The Gramm Imperial Senior is offered on a 236-inch wheel base chassis powered by a 125 h. p. engine, wfth a bore and stroke of $4\frac{3}{4}$x$5\frac{3}{4}$ inches, with a piston displacement of 611.34 cubic inches and a rated horse power of 54.15. This engine is equipped with twin-ignition, and has a heavy seven-bearing crank shaft, full pressure lubrication, oil filter and heat control manifold. Duplex carburetion is provided.

The Imperial Junior has a slightly smaller engine with a bore and stroke of $4\frac{3}{8}$x$4\frac{3}{4}$ inches, and develops 105 h. p. This engine also has twin-ignition features, duplex carburetion with full pressure lubrication and seven-bearing crank shaft.

Both models are equipped with four wheel brakes, multiple disk clutches, four speed transmissions, and double reduction rear axles of the full floating type.

Frames are of double drop type, providing a maximum of strength and a minimum of weight.

The lines of the new models follow closely passenger car designs with fleet, yet sturdy, appearance, which is emphasized by the use of full crowned fenders and aggressive radiator lines.

Equipment includes Houdaille front shock absorbers, speedometer, jack, tools, grease gun, hand tire pump, spare Budd Michelin wheel, heavy front spring bumper, heat indicator, and gasoline gauge. Spare wheel carrier on the left side. Additional carrier mounted on the right side can be provided at extra cost.

Standard tires on the Imperial Junior are 34 by 7 front with dual tires of the same size in the rear. The Imperial Senior is equipped with 36 by 8 inch single tire front with dual tires of the same size in the rear. Larger tire sizes are available for either model at additional cost.

Uniform Traffic Code For This Hemisphere Is Seen as Posible

Special from A. D. N. Washington Bureau

Washington, Feb. 12.—Uniform traffic regulations for the nations of the Western hemisphere is regarded as a possibility following the action today of the governing board of the Pan-American Union, requesting, by resolution, the consideration of this subject at the forthcoming sessions of the second Pan-American Congress of Highways to be held in Rio de Janeiro in August.

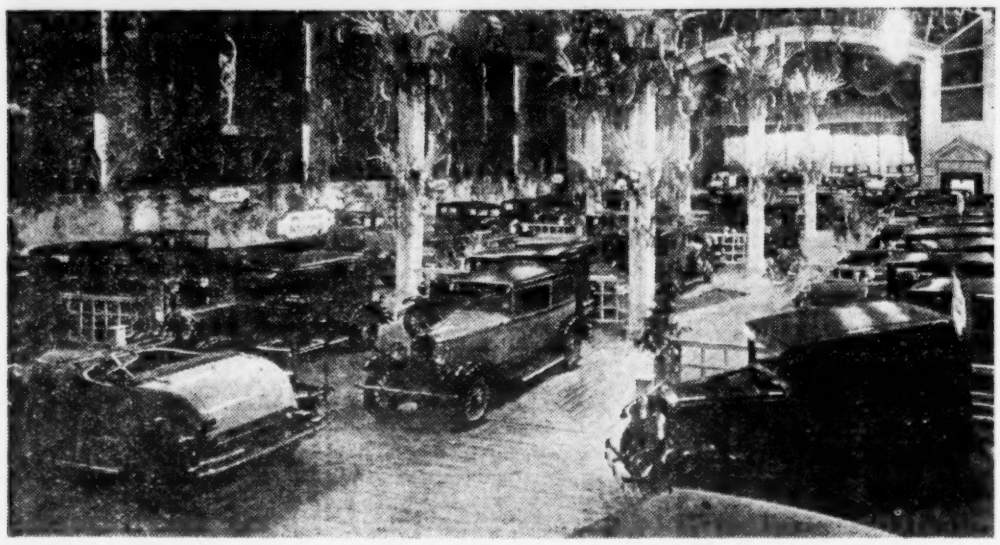
Pyke Johnson, Washington representative of the National Automobile Chamber of Commerce, is executive director of the Pan-American Confederation for Highway Education.

The action of the board is taken as recognition of the growing importance of automotive travel within as well as between the several countries of North, Central and South America, particularly in view of the expanding interest in highway construction, Mr. Johnson pointed out.

HEADS ADVERTISING FOR CHRYSLER IN CANADA

Montreal, Feb. 12.—It is announced that A. M. Miller has been appointed director of advertising for all Chrysler interests in Canada. These include Chrysler, Dodge, Plymouth and De Soto motor cars and Fargo and Dodge trucks. Previous to this appointment, Mr. Miller was advertising manager of Dodge Brothers (Canada), Ltd., which position he occupied since April, 1925.

Motor Show Display at Cedar Rapids, Ia.



GENERAL VIEW of the main floor exhibit of the Cedar Rapids Automobile Show held last week at the Municipal Memorial Building. More than fifty cars were shown on this floor, while truck, oil, accessory and additional displays were shown on the floor below.

STUDEBAKER CHAMPIONS OFFER RADIO PROGRAM EVERY SUNDAY EVENING

South Bend, Ind., Feb. 12.—Studebaker Champions, musical couriers of the Studebaker Corporation of America, were introduced to radio listeners through a coast to coast hook-up of stations on the red network of the National Broadcasting Company, Sunday night, February 3. Future programs by the corporation will be given every Sunday night from 10.15 to 10.45 Eastern Standard Time.

The Champions, so named because Studebaker cars hold every official record for endurance and speed, comprise a thirty-piece orchestra. Under the direction of Jean Goldkette, the Champions will feature sprightly music and symphonic arrangements of popular songs. Programs will also feature piano duets and tenor solos by leading artists of the musical world.

Radio advertising supplements Studebaker inauguration of a movietone which is now being shown to the public at points throughout the United States. According to a statement recently made by President A. R. Erskine, Studebaker plans to spend $7,000,000 for advertising in 1929.

HAMMOND DEALERS VOTE ON EVENING CLOSINGS

Hammond, Ind., Feb. 12.—Henceforth Hammond automobile salesrooms and used car yards will be closed on Monday, Wednesday and Friday evenings and all day Sunday, as agreed upon by the Calumet Automobile Trade Association. It was decided that 6 o'clock should be the closing hour on the evenings stated. The automobile men voted also to remain closed on the six major holidays of the year.

Much opposition was voiced to the bills now pending in the state Legislature which would boost the gasoline tax and automobile license fees. No definite action was taken, as the drafts of the bills had been in the hands of the local association only a short time. It was decided to call a meeting of the directors later to take up the matter and agree upon a course of action.

DEALERS ORGANIZE AT WILLAPA HARBOR

Raymond, Wash., Feb. 12.—Willapa Harbor automotive men have formed an organization known as the Willapa Harbor Automotive Association. The group plans to improve service to motorists and to handle credit problems. Peter Thompson of Raymond has been elected president, F. S. Snell of South Bend, vice-president, and Julius Laspa of Raymond, secretary-treasurer. Trustees will be elected later.

CHAS. G. ANDREWS HEADS REO NEWTON COMPANY

Newton, Mass., Feb. 12.—Announcement is made of the opening of the Reo Newton Company at Newton Centre, headed by Charles G. Andrews, for many years retail sales manager of the Linscott Motor Company, Reo distributors in Boston. Associated with him are Daniel J. Haggerty and Clarence A. Orr, both men of long experience with Reo products. The new salesroom and service station is at 782 Beacon St.

SPARKS from DETROIT

Horses Will Have Their Day

* * *

Pedestrian Rights

* * *

Airport Engineer

* * *

Traffic Judges

Walter Boynton—Detroit Editor

JUST TO SHOW that the horse is not entirely forgotten in Detroit, where he has been more or less supplanted by the motor vehicle, Monday, February 18, has been set aside as the date of a "Remember the Horse" parade.

This pageant will include as many quaint horse-drawn vehicles—and horses, of course—as can be collected. The real object of the occasion is to raise funds for a new animal shelter here, to be built by the Detroit Humane Society.

Citizens, particularly the little ones, are urged to see this parade, as a matter of education. It will be one of the few occasions on which any considerable number of horses can still be seen, and it will be interesting from the standpoint of novelty.

* * *

JUDGE ARTHUR WEBSTER has read to the laws and ordinances committee of the Detroit Automobile Club the decision recently handed down by the Court of Appeals of the District of Columbia, respecting the rights of pedestrians at traffic intersections.

This decision says clearly that when the green signal shows the foot-passenger to have the right of way, that right continues until he has completed the crossing, regardless of interim changes in the color of the signal. Motorists are obliged by the law to respect this right and failure to do so constitutes negligence which, in case of an accident, is chargeable against them.

Pedestrians will welcome this news. And since most of us are part-time pedestrians—when we are out of the driver's seat—it ought to be of wide interest. Still, the majority of drivers will probably continue to "inch up" on the amber and persist in hurrying the man in the street, who is undertaking to get across the intersection. If we are struck, it will always be a comfort to us—or to our surviving dependents—that the man who did the striking was acting outside of his legal rights.

* * *

Signs of the times are the proposal of the House Aeronautic Committee to create the post of airport engineer in the State Department of Highways for Michigan. The state is making a strenuous bid for supremacy in aircraft manufacture, and the industry may well take advance advantage of the lessons that should be learned from the older and as yet more important automotive industry. To a large extent, airports bear the same relation to the airplane that highways bear to the motor vehicle. The latter's rise to world importance has been made possible in proportion to the development of adequate highways.

Recent experiences in the state

(Continued on page 11)

GRAMM Imperial

STRENGTH & SPEED Built to LEAD!

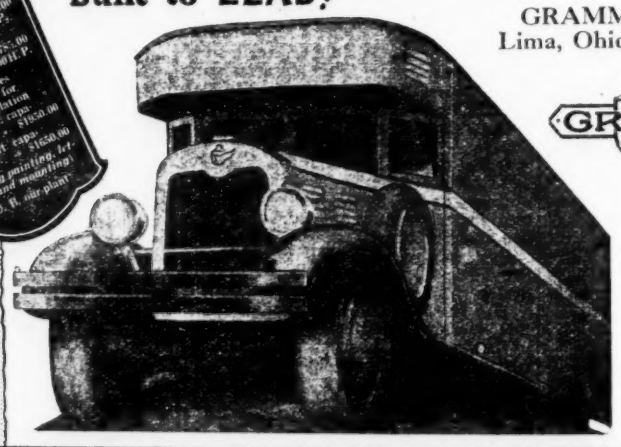
"PRICES"
Gramm Imperial "Senior" Chassis $3350.00
220" W. B.-125 H. P.
Gramm Imperial "Junior" Chassis $2750.00
186" or 210" W. B. 100 H. P.
Gramm Van Bodies
Proven design for prompt installation
1000 cubic ft. capacity $1550.00
800 cubic ft. capacity $1650.00
(Including painting, lettering and mounting)
F. O. B. Lima, Ohio

A New Chassis *and* A New Guarantee

A new development in merchandising Motor Trucks. Built for a specific purpose and sold direct to users upon a bonded guarantee backed by the World's Largest Surety Company—The National Surety Company of New York.

This announcement is the initial step in a large and well-planned sales campaign. All reliable and interested dealers are requested to write for sales rights.

GRAMM MOTORS, INC.,
Lima, Ohio Delphos, Ohio



GRAMM

WORLD'S LARGEST SURETY COMPANY

Literature outlining the entire plan sent upon request. Write for it.

25,000 Guaranteed Miles

THE Kelch Ventilating Heater is especially designed for and adapted to each make of car on which it is to be installed. Ask us about its application to *your* car.

GRAND RAPIDS METALCRAFT CORP., Grand Rapids, Mich.

KELCH *The World's Finest Ventilating Car Heater* HEATER

January New Car Sales in Essex County, N. J., Gain

Many New Dealers Open Showrooms; Firms Expanding

NEWARK, N. J., Feb. 12.—New car sales in Essex county showed substantial increases during the first half of this month, the result of recent automobile shows in this section, according to dealers and distributors.

January was better than a year ago, dealers report, with February starting off well and promising to end at least 40 per cent. better than last year. Manufacturing concerns are starting to speed up production and the people in this county are spending their money for automobiles. Further increases in sales over last year are expected as soon as the building trades become more active, which will be within the next few weeks.

Many new dealers are opening showrooms this month, with older dealers expanding into the suburban section.

William L. Mallon, president of the Mallon Motor Car Company, Oakland and Pontiac distributor, has so many orders on hand that he made a special trip to the Pontiac factory, with the result that fifty machines were delivered last week and immediately distributed. Many of these were sold at the Newark show. It is expected that Pontiacs will come in now at regular intervals so that deliveries can be made on schedule.

Almquist-Mayer, Inc., of 200 Main St., West Orange, Chrysler dealer, announces that the concern's name has been changed to Mayer Motors, Inc., and that the corporation had added the Plymouth line. Joseph C. Mayer is president. He reports Chrysler sales as away ahead of February of last year.

Frederick E. Bauer of North Bergen and Joseph Ranker of Grantwood have formed the Nash-Englewood Company and will sell Nash cars. The company has received a state charter and is authorized to capitalize at $125,000.

The Franklin Motor Car Company of Monmouth county is the name of the new Franklin dealer in Asbury Park. The directors are Thomas C. Brown and Charles C. Hopper of Asbury Park and Ross M. Clyton of Deal. The concern has an authorized capitalization of $100,000.

H. Theodore Fritz is president of the Fritz Motor Sales of Ridgewood which has been formed to sell Graham-Paige cars.

The Nash-Newark, Inc., with showrooms and executive offices located at 978 Broad St., is now conducting a used car removal sale at the used car annex, 982 Broad St. The company's lease on the annex has expired.

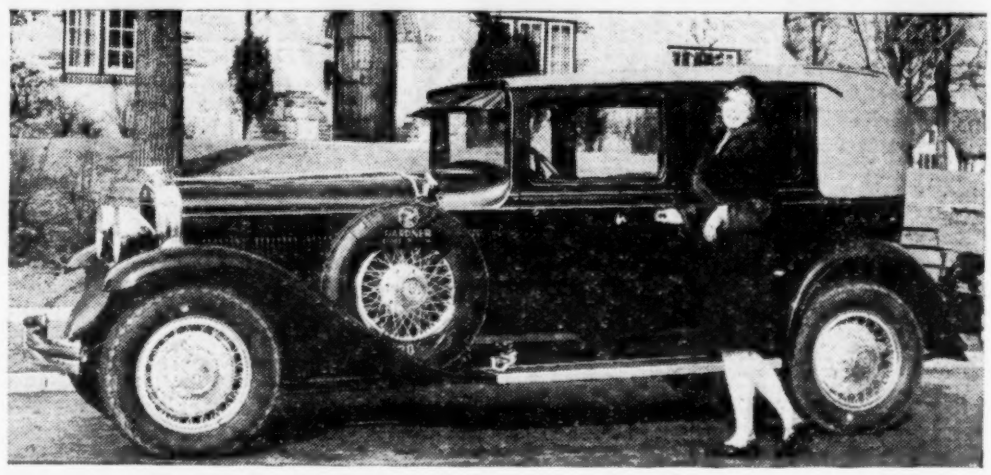
PROSPEROUS CONDITIONS IN KENTUCKY PRESAGE GOOD SALES SEASON

Franklin, Ky., Feb. 12.—A spirit of optimism prevades the atmosphere around the quarters of automobile dearers in southern Kentucky as spring approaches. They are expecting the best business in the history of the industry, and for two reasons.

The first is that the large tobacco crop is moving at the best prices that the planters have received since the World War. The average of the crop is around $37 per hundred pounds, which means an average of $350 per acre. This means at least $250 per acre profit. And second, the coming of the strawberry crop, which is one of the most dependable staples that this section of the state can produce. A large crop is assured if the weather is favorable.

New car models have met with instant approval, and an unprecedented number of prospects have been listed by the dealers in every county seat, extending even into the counties where good roads are not as plentiful as through this section of the state. The planters, farmers and business men throughout this section have more money than at any time since the war, and for that reason an unprecedented business is being anticipated.

Gardner Series "130" Sport Brougham



THIS NEW CAR, which has just gone into production at the Gardner plant, comes in response to the demand for an ultra-smart automobile that appeals to youth, but is also of the town-car type that meets, in its rich appointments and decorative motif, the more conservative tastes. A detailed description of the car appeared in yesterday's issue of The Automotive Daily News.

Chevrolet Plant In Kansas City Formally Opened

Kansas City, Feb. 12.—Ceremonies formally opening the new $2,500,000 Chevrolet Motor Company assembly plant here were held February 6 and continued three days. W. S. Knudsen, president of the company, and other Chevrolet officials attended.

The new plant, which will have a capacity of 350 cars a day, will serve eight states, viz.: Kansas, Colorado, Oklahoma, Wyoming, Missouri, Arkansas, Texas and Montana. It will employ approximately 2,000 men and have an annual payroll of $3,000,000. The work of "breaking in" a force of workmen for the plant has been under way for several weeks, but only a limited number of cars has been produced daily.

The factory, located on a thirty-acre tract on the eastern limits of Kansas City, was started last summer and completed in almost record time.

The ceremonies included an inspection of the huge new plants by President Knudsen and other Chevrolet officials, accompanied by state and city officials from Missouri and Kansas.

More than 600 Chevrolet dealers in the territory to be served by the plant assembled for a sales conference with Chevrolet officials.

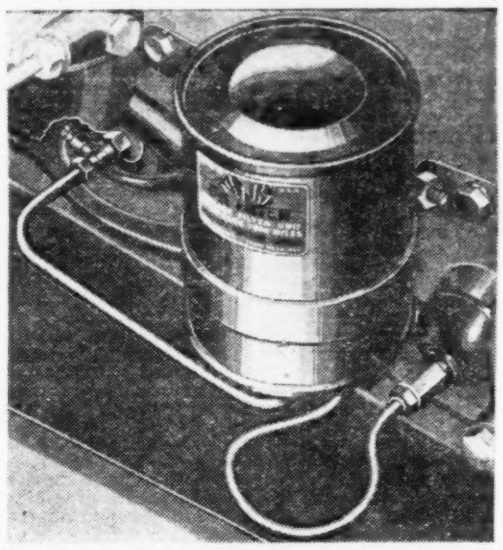
The Kansas City plant will be under the management of E. C. Shaw, general superintendent of the plant. Mr. Shaw has been with the General Motors organization nineteen years.

The work of selling the cars produced by Mr. Shaw and his organization will fall on the shoulders of Paul M. Seese and his force. Mr. Seese is the zone sales manager.

For Shops and Shoppers

FORD OIL FILTER

AC SPARK PLUG COMPANY
Flint, Mich.



An oil filter for Ford cars and trucks is announced by this company. The filter, which is of the same construction as other AC filters, requires renewal of the filtering unit every 7,000 miles instead of 10,000, due to its slightly smaller capacity. The device is being marketed complete with fittings as an accessory, and retails at $5.00.

SIMPLEX CAR AND TRUCK JACKS

TEMPLETON, WENLY & CO., LTD.
1020 South Central Ave., Chicago, Ill.

Is offering a complete line of ratchet and gear jacks, with capacities ranging from ¾ tons to 5 tons, and prices ranging from $2.50 to $16. The model shown herewith is the No. 39 balloon tire jack, with an over-all height of 11 inches collapsed and a lift of 7¼ inches. This permits the jack to be used under extremely low cars and still provides ample lift for changing the tire. It has a 41½-inch handle, which aids in placing the jack without getting under the car and gives good leverage for lifting. Price $3.60.

COMPENSATORS DESIGNED FOR GASEOUS ATMOSPHERES

GENERAL ELECTRIC COMPANY, Schenectady, N. Y.

To meet the demand for a hand-starting compensator for use in places where there are explosive gases or gasoline fumes, this company has placed on the market such a device, bearing the designation CR-1034-N-52. This is a modification of standard equipment so designed as to eliminate exposed arcing. The starting switch on this device is oil-immersed. In addition, the usual push-button tripping device is not included in the equipment but, instead, a standard time-delay undervoltage attachment and dashpot relays are used with Cooper Hewitt mercury tubes substituted for the usual contact tips of the dashpot relays. As a result of this arrangement, exposed sparking or arcing at contacts is eliminated.

The new compensator is available for use with motors 25 to 60 cycles, two or three phase, in sizes as follows:—

15 horse power and less—110 volts.

125 horse power and less—220, 440 and 550 volts.

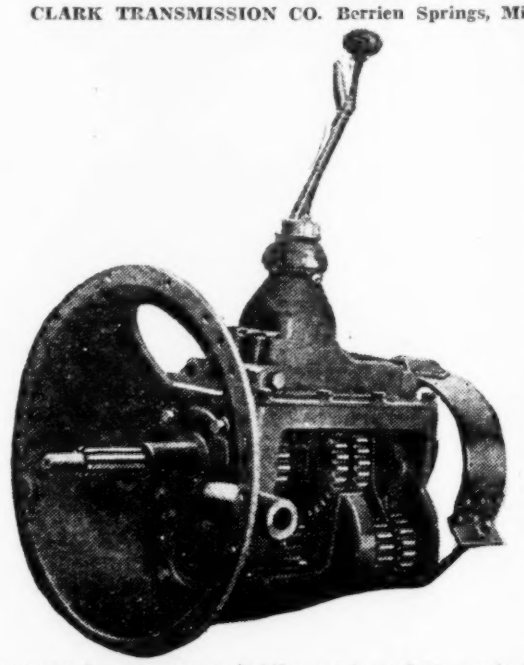
NEW TYPE WIRE WHEEL

THE BUDD WHEEL COMPANY
Philadelphia

A new type of wire wheel, featuring concealed cap nuts, is being delivered in big shipments to a number of the large automobile manufacturers by this company. The new wheels are being made in two bolt circles, one a large shell type on a 6½ inch bolt circle, with either five or six studs, and the other on a 5½ inch bolt circle, with either four or five studs. These wheels have a dish of ⅞ inch and the company is producing a disc wheel of corresponding dish to interchange with them. Officials of the Budd Wheel Company declare that the new type wheel, with nuts concealed inside the shell, presents an improved appearance and is expected to be in heavy demand.

CLARK TRANSMISSION

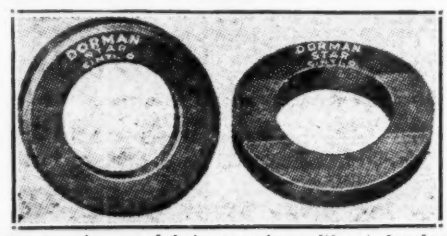
CLARK TRANSMISSION CO. Berrien Springs, Mich.



This company is a newcomer in the transmission field and is offering a complete line of gear sets for both passenger and commercial. The new factory is equipped with the most modern production machinery, and the gear sets being manufactured embody the latest principles of multiple speed transmission units.

GRAPHITE CARBON CLUTCH BEARINGS

DORMAN STAR WASHER CO. Cincinnati, O.



These bearings require no lubrication and are used as throw-out bearings in different type clutches. According to the manufacturer, the Dorman bearings have been subjected to tests equal to 25,000 miles running without developing squeaks. The bearings are said to have unusual wear resisting qualities as well. Types are now available for both trucks and passenger car models.

Automotive Daily News

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ADVERTISING AND BUSINESS HEADQUARTERS

2716 Graybar Bldg., New York, N. Y. Telephone LEXington 6388
Harry A. Tarantous, Business Manager; J. Edward Schipper, Eastern Manager; George M. Slocum, Manager Detroit Bureau, General Motors Building, Detroit, Mich., phone Empire 3500; Willard R. Cotton, Western Manager, 333 North Michigan Ave., Chicago, Ill., phone Central 5976; Metz B. Hayes, New England Manager, Little Building, Boston, Mass.; Blanchard, Nichols & Coleman, American National Bank Building, San Francisco, Cal.; Lincoln Building, Los Angeles, Cal.; 1037 Henry Building, Seattle, Wash.; Philadelphia Office, 15th and Cherry Streets. **Address ALL advertising and business correspondence to 2716 Graybar Building, New York City.**

EDITORIAL DEPARTMENT

350 Hudson St., New York, N. Y. Telephone CANal 1000
Alexander Johnston, Editor; L. E. Levick, News Editor; Walter Boynton, Editor Detroit Bureau, Detroit, Mich., phone Empire 3500. Contributing Editor: John C. Wetmore.

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Overtaxation

AT THE PRESENT TIME thirty-two states in this Union of ours are carrying highway and bridge bond issues to the impressive total of nearly one billion dollars. Iowa, with a bond issue recently passed of $100,000,000, and Missouri, with a $75,000,000 issue, are the latest recruits.

Commenting on this generous support that is being given the cause of road improvement, the research department of the American Automobile Association recently pointed out that the interest and retirement funds on all these issues of highway and bridge bonds is paid for wholly or in part by motor vehicle fees or from gasoline taxes or from both. In making this point the A. A. A. warns Legislatures that while motor vehicle owners have proved their willingness to contribute generously to road building there is a tendency in some states to overburden the car owner.

We would amend this suggestion by the American Automobile Association and say that it is practically a universal tendency on the part of state Legislatures to overburden the motor vehicle-using class, as a class. The general assumption seems to be that motor vehicle owners are the only ones benefited by the development of highways. This is ridiculous. Every man, woman and child in every state is benefited by every mile of road built. The present prosperous condition of the United States is due to our possession of a better transportation system than ever before has been owned by any nation, not even excepting ancient Rome.

It would be just as logical to tax only parents with children of school-attending age to support the school system, or to tax farmers as a class to support the Department of Agriculture, or the mail order merchants or distributors of mailed literature to support the operations of the post office. This idea of considering the motor vehicle owners of the country as a peculiarly prosperous class, which may be mulcted in taxation, has gone far enough, and automotive merchants and industrials should begin an organized protest against the custom.

Notable Buildings

WE HAVE SPOKEN often of the debt that other industries owe the automotive business in affording a market for their products. In a number of cases the automotive industry consumes the greater part of the output of various contributory industries, as witness rubber and plate glass.

Another industry which owes much to the enterprise of automotive manufacturers is the building trade. When General Motors some years ago erected its huge office building in Detroit, people without vision wondered how it was ever going to fill the big structure. The building was out of the heart of the city and it seemed a question whether business enterprises would go out so far. The answer has been the establishment of a new business center, and the building, which once seemed so large, is filled to capacity. And now the Fisher boys have finished the first unit of a new building which will eclipse in size even the General Motors "homestead" across the street.

In New York Walter Chrysler is beginning construction of what will be the world's tallest skyscraper. Out in Chicago the Pines Winterfront organization will soon have one of the most beautiful business plants in the world, a building that suggests the cloistered charm of an Oxford dormitory.

What the huge building projects of Ford, Willys-Overland, Durant, Chevrolet and a dozen other manufacturers have meant to the building trades all over the country, we can only surmise. Willys-Overland, for instance, will shortly open a magificent plant on the Pacific Coast. Most of the big tire companies already have plants out in that region. The benefits of building construction by automotive companies reach to almost every town and city in the land.

Used Car Junking Allowance Seen As Only Solution

Editor, Automotive Daily News:—

From time to time the writer has noticed articles in the Automotive Daily News in regard to the used car situation.

For twenty-two years we have been selling cars, and have tried all kinds of schemes to move used cars. The problem is getting more serious every day.

We are inclosing herewith copy of a letter the writer has just written to the manager of our distributing organization.

This, to us, seems the best way out at the present time.

A. HOOD & SONS,
Pittsburg, Kan.
E. C. Hood President.

Mr. Hood's letter follows:

We have to build up good will; also, a reputation for selling good used cars, and to do that we shall have to stop selling these $50, $100 and $150 used cars. They must be junked.

Is the manufacturer going to do his part to help build up the used car business? We know he is going to, but we hope he will not wait too long. It has already been too long for thousands of dealers.

Instead of cutting the list price, let is stand as is, and allow the dealer 5 per cent. for junking old cars.

Now, the first thing you will say is, "5 per cent. is too much," but if you were in the used car business, you would say it is not enough.

The factories of the United States are going to build a tremendous number of new cars this year, and now is the time to junk old cars, which will make it possible to have a market for all new cars that are built.

Is there a more workable solution?

ROTH & SCHLENGER, INC., LEASES TWO STORES IN EXPANSION PLAN

Newark, N. J., Feb. 12.—Following announcement last week of its intention to spread out over the county and bring stores closer to customers, Roth & Schlenger, Inc., retail automobile accessories and sporting goods merchants, have inaugurated its new chain by leasing stores in Irvington and Orange.

The Irvington store will be at 1110 Clinton Ave., Irvington Center, the lease being for a long term of years.

The new store in Orange will be at 246 Main St., this also being leased for a long term of years.

The main store will be continued at William and Halsey Streets, Newark. Two more branch stores are planned for other Essex towns, and will be announced shortly.

MICHIGAN INVESTMENT IN ROADS $150,000,000

Lansing, Mich., Feb. 12.—The twelfth biennial report of the Michigan Highway Commission, which has just been submitted to Gov. Fred W. Green, shows a total investment of about $150,000,000 in the state highway system. The report shows an increase in nearly every phase of the activities of the highway department over any preceeding year. Concrete road mileage completed in 1928 totaled 325 miles and was nearly 100 miles more than in 1927, according to the report.

FORUM

The Automotive Daily News is glad to receive letters from its readers on topics pertaining to the trade and to publish such as seem to have general interest. Obviously the Automotive Daily News must disclaim responsibility for views expressed by its readers.

Says Car Makers Must Do Something Regarding Used Cars

Editor, Automotive Daily News:

There appeared in your issue of Monday, February 4, an article which to me, seems to be one of the best ways to solve the used car problem, and I believe that it would pay your company to see that a copy of this is sent to the president and all other officials of each motor car manufacturer in the business today, as undoubtedly there will have to be something done this year to stand the loss which we dealers are taking on the $100 and $200 used cars.

Within the knowledge of the writer, who has been in the automobile business in various capacities for twenty-three years, it would seem to me that the time has come when about 98 per cent. of all sales that are made, are to people with cars to trade in, whether it be a new car sale or a used car sale. To my knowledge, only one company today is operating with a junking allowance to dealers. Just how this is handled, I am not so well acquainted with, but I do know that an allowance of approximately $50 is made to dealers, so that they can scrap the old cars, so that they will not find their way back into the used car stock of any dealers, and I feel that they should be commended for this action of theirs.

G. T. KNIGHT MOTOR CO.
G. T. Knight, President,
Wheeling, W. Va.

HARTFORD DEALERS SET FOR OPENING OF SHOW

Hartford, Conn., Feb. 12.—Hartford dealers are marking time for the opening, February 16, of the annual automobile show in the Broad Street State Armory, which, according to the show committee, will be the best show the local dealers have ever put on. About 34 makes of cars will be represented in the exhibition which will be staged by the Hartford Automobile Dealers Association.

The show committee includes F. W. Williams, president; D. A. Harrington, vice-president; H. C. Hine, Jr., treasurer; Arthur Fifoot, secretary; Thomas W. Campbell, chairman, and Hobart F. Perrin. The show will be confined to passenger cars only. A dinner of the association will be held at the Hartford Club the opening night.

HENSHAW MOTOR CO. OPENS NEW SERVICE QUARTERS

Boston, Feb. 12.—New service and sales locations were opened recently by the Henshaw Motor Company in Allston and Chelsea, Mass., complete with all essentials for serving owners of Dodge Brothers cars and trucks.

Bailey Motor Co. Likes Used Car Junking Plan

Editor Automobile Daily News:—

Having studied the article appearing in your publication of February 4 submitted by the automobile dealers of Greenville, S. C., through the Greenville Chamber of Commerce, we are deepl interested in the plan of handling the used car situation these dealers have worked out.

We venture every automobile dealer in the country has tried to solve his used car worries one way or another. These dealers, generally speaking, have only tried to work out a solution to meet their own personal requirements. This is usually done by cutting prices on the better used cars and junking the ones that represent an investment in many cases up to $100 or $150. By the hit-and-miss methods used the dealer rarely shows a profit sufficiently large to warrant his staying in the automobile business.

Basically, the used car problem affects the manufacturer as much as the dealers in that in many instances it is necessary for the manufacturer to look for a new dealer to replace one that has given up the automobile business because of low profits and losses, or worse yet—by being forced into bankruptcy. Understand, I do not attribute all losses and failures to used car problems, as there are many other places that can develop leaks in profits—the point is, who rightfully must bear the losses on the used cars termed junk? Shall it be the dealer, the buying public or the manufacturer?

We sincerely congratulate the gentlemen in working out the plan suggested, as I think this method of coping with losses on cars junked is the best solution offered. The buying public is rightfully paying the loss in that, regardless of the allowance on any car traded in on a new one, there is a per cent. of the cars traded that must go to the junk yard.

If the dealers throughout the country would co-operate with one another, a relief from these losses would mean more profits for the dealers and a more friendly feeling toward the manufacturer.

Assuring you of our co-operation, we are

Yours very truly,
BAILEY MOTOR COMPANY,
Clarksburg, W. Va.
John F. Cork, Salesman.

TRUNDLE IS APPOINTED

Memphis, Tenn., Feb. 12.—E. E. Trundle has been appointed manager of the Memphis branch of the Firestone Tire and Rubber Company. He succeeds E. F. Neved, who goes to Little Rock, Ark. Mr. Trundle has been with the Firestone organization twelve years, coming here from Cincinnati, O., where he was assistant branch manager.

The Mayfair

St. Louis U.S.A.

Last word in hotel construction and service.

RIGHT in the center of business and theatre districts, and convenient to all railroad, street car and bus lines.

Has the quiet refinement of an exclusive club.

Everyone of its 400 rooms has a bath. Circulating ice water, large closets, bed lamps, morning paper under the door, and other unusual features.

an Hotel of Distinction

Rates from $3.00 price posted in each room

Charles Heiss
Managing Director

CALENDAR OF COMING EVENTS

JANUARY

30-Feb. 16—**Rome, Italy.** International Salon.

FEBRUARY

6-14—**Detroit, Mich.** Second Annual All-
9-16—**Akron, O.** Automobile show.
9-16—**Kansas City, Mo.** Automobile show at American Royal Building.
9-16—**Los Angeles, Cal.** Automobile Salon at Hotel Biltmore.
9-16—**Plainfield, N. J.** Automobile show at Amusement Academy.
11-16—**Binghamton, N. Y.** Automobile show State Armory.
11-16—**Denver, Col.** Automobile show at Auditorium.
13-15—**Washington, D. C.** National Paving Brick Manufacturers' Association annual meeting at Mayflower Hotel.
13-16—**Mankato, Minn.** Automobile show
13-18—**Denver, Col.** Automobile show.
15-17—**Centralia, Wash.** Automobile Show.
16-23—**Altoona, Pa.** Automobile Show.
16-23—**Canton, O.** Automobile show.
16-23—**Hartford, Conn.** Automobile show
16-23—**Providence, R. I.** Automobile show
16-23—**Trenton, N. J.** Fourteenth Annual Automobile Show.
18-23—**Fall River, Mass.** Automobile Show
18-23—**Des Moines, Ia.** Automobile show
18-23—**Omaha, Neb.** Automobile show.
18-23—**Memphis, Tenn.** Automobile show
18-23—**Chattanooga, Tenn.** Annual automobile show.
21-23—**Holyoke, Mass.** Automobile show.
22-Mar. 3—**Copenhagen, Denmark.** Automobile exhibition of passenger cars.
23-Mar. 2—**San Francisco, Cal.** Automobile Salon at Palace Hotel.
25-Mar. 2—**Indianapolis, Ind.** Automobile Trade Association, annual automobile show.
25- —**Houston, Tex.** South Texas Annual Automobile Show.
25-Mar. 2—**Springfield, Mass.** Automobile show
26-Mar. 2—**Evansville, Ind.** Eighteenth Annual Automobile Show.
27-Mar. 2—**Sioux City, Ia. Automobile show.**

MARCH

2- 9—**Boston, Mass.** Automobile show.
2- 9—**Charlotte, N. C.** Automobile Display Week.
2-10—**Los Angeles, Cal.** Sixteenth Annual automobile show.
3-13—**Leipzig, Germany.** Automobile fair.
5-10—**Springfield, Ill.** Automobile Dealers' Association, Eleventh Annual Automobile Show.
9-16—**Fort Worth, Tex.** Automobile show.
9-17—**Copenhagen, Denmark.** Trucks, motorcycles, etc., shows at Forum.
15-24—**Geneva, Switzerland.** Automobile show.
16-23—**Quebec, Canada.** Automobile show at Drill Hall.
17-23—**San Diego, Cal.** Automobile show.

APRIL

—**Detroit, Mich.** Second Annual All-American Aircraft Show at Convention Hall.

the Roosevelt

MARMON-BUILT

The world's first Straight-Eight under $1000

(THESE SPECIFICATIONS TELL THE GREAT STORY OF VALUE)

Facts are always more impressive than words . . . Therefore, rather than to make a mere statement concerning the outstanding value of the Roosevelt, we are pleased to publish here highlights of the features and specifications in this remarkable car. We leave it to you to judge the car and its merchandising possibilities.

Seventy Horsepower Straight-Eight Motor of the simple, dependable L-head type. It develops maximum power (in excess of 70 at 3200 revolutions per minute) with unbelievable smoothness and without wear and tear on the engine because of the lightness of the individual impulses. This means extremely long life. Bore and stroke 2¾x4¼ inches. Displacement, 201.9 cu. in. S. A. E. rating (for license purposes) 24.2. Marmon-built.

Unusually Easy-Riding—Marmon-built cars have long had the reputation of being particularly easy-riding and the new Roosevelt is no exception. This is accomplished by perfect balance and unusually long springs (80 per cent of the wheelbase length) with self-adjusting tapered spring shackles which remain permanently quiet.

Clean, Even Firing—With Marmon duplex down-draft manifold the gas is fed to each of the eight cylinders with the simplicity of a four-cylinder engine.

A Vibrationless Motor—The Roosevelt motor incorporates a very ingenious device, developed and patented by Marmon engineers and known as the High-Frequency Oscillating Modulator, which eliminates the last trace of crankshaft vibration. It is much simpler than previous types of "vibration dampeners," having no springs to get out of order and operating over entire range of speed.

Full-Pressure Lubrication—This system, commonly found only on far more expensive cars, forces oil to every rotating part and makes possible sustained high speeds with much less chance of injury to the motor. Six-quart oil capacity.

Thermostatic Cooling System—In cooling, as in lubrication, the Roosevelt is far in advance of cars in its relative price fields. A thermostat between the engine and the radiator permits the engine to quickly reach its most efficient operating temperature. The cylinder block is water-jacketed the full length of piston travel. Five-gallon radiator capacity.

Unusual Comfort for Driver—Here is one car, perhaps the only one in its price field, in which ample provision has been made for the driver. Even the person of more than normal stature can take a natural, relaxed position back of the wheel with no sense of strain after hours of driving. Adjustable steering column.

A Big Roomy Car with front and rear seats of unusual width, deep seat cushions and high form-fitting backs. A car of most unusual comfort.

Steel Running Boards, rather than wood, are an important safety factor.

Luxurious Interiors—Broadcloth upholstery, unusual two-tone hardware, curtains in both rear and rear quarter windows, arm rests, foot rest, robe rail and garnish mouldings of refreshing, modern design—all of these things convey an instant impression of luxury and good taste.

Double Cowl Ventilators placed on top of the cowl, one on either side, represent a new note in design as well as a highly appreciated factor in driver comfort.

Chromium Plating, instead of nickel, prevents tarnish or spotting.

Gasoline Economy—Although the Roosevelt is a straight-eight of 70 horsepower, the purchaser will be glad to know that it requires no more gasoline than a six of anywhere near its power. The fuel system is of the efficient vacuum type with a 14-gallon tank on the rear.

Permite Pistons which combine the hardness and long wearing quality of cast iron with the lightness of aluminum. Resist carbon deposit.

Double Roller Chain for camshaft drive—a new advancement in quietness and durability.

Four-Point Engine Mounting adds to rigidity of car and prevents radiator shimmy.

Three-Unit Electrical System, having starter, generator and distributor as separate units. Each operates independently of the other. Experienced motorists prefer this system because any possible generator trouble does not prevent the car from functioning.

Clutch and Transmission in unit with the engine. The transmission has three speeds forward and one reverse. The clutch is of the simple, dependable, single plate, dry, elastic-drive type.

Complete Instrument Board Equipment—Speedometer, gas gauge, ammeter and lock in a well-designed group, indirectly lighted.

"Single Button" Control—Button at the top of steering column controls starting, lighting and horn.

New Type Coil Lock which prevents re-wiring, thereby depriving the automobile thief of his one most effective method of theft.

Marmon Motor Car Company
(Roosevelt Division)
Indianapolis, Indiana

Will you please send complete franchise information concerning The Roosevelt?

*NAME*_____

*FIRM*_____

*CITY*_____

*STATE*_____

A NEW CAR FOR ALL

Motor Freight Operators in Far West to Organize

Uniform Tariffs In Three States Part of Program

By D. M. TREPP

SEATTLE, WASH., Feb. 12.—Three states, Washington, California and Oregon, will combine in organization of motor freight operators, such steps now being under way.

R. H. Culbertson, traffic manager of the Washington Motor Freight Association, in California for some time, has been chosen secretary of a new state-wide California organization, which will work for uniform tariffs and a plan to concentrate buying power.

The Washington association will hold its annual convention in this city April 1-3, when further steps will be taken with this end in view. At this meeting Idaho, Oregon, California and Washington operators will be present.

One of the purposes of the new organization formed in Oregon is to put that state on the certificate basis, the same as Washington, instead of the permit basis, now prevailing. E. Beard, R. C. Kelsey and William Jossy, all of Portland, are members of the legislative committee in that state.

N. J. PUBLIC SERVICE PLANNING PURCHASE OF 267 NEW BUSES IN 1929

Newark, N. J., Feb. 12.—Two hundred and sixty-seven new buses are to be bought this year by Public Service Co-ordinated Transport for replacements, extension of existing lines and increased business, it is shown in the 1929 budget plan of the company.

Of the new buses, it is the present intention to buy 161 of the gas-electric drive type and 106 of the gas-mechanical type. Of the 106, 93 will be of the high roof type and the others low roofs. All bus bodies will be built by the company at its Newark shops.

Approximately $130,000 will be used for trolley car improvement, including installation of the de luxe type of seats on some lines. Nearly $500,000 will be spent on buildings and real estate. This includes new garages and extensions to others already in service. Close to $1,000,000 has been appropriated for track reconstruction and $65,000 for reinforcement of feeder lines.

CANADIAN COMPANY TO PRODUCE TRUCKS

Vancouver, B. C., Feb. 12.—The Hayes-Anderson Motor Company, Ltd., of Vancouver have acquired a factory site and will erect a plant for the manufacture of motor trucks, ranging in capacity from 1½ to 10 tons. The 6, 9 and 10 ton models will be six wheelers.

Production for the first year is estimated at 100 trucks, and more than 50 per cent. of the materials used in the manufacture of these trucks are made either in British Columbia or in Canada.

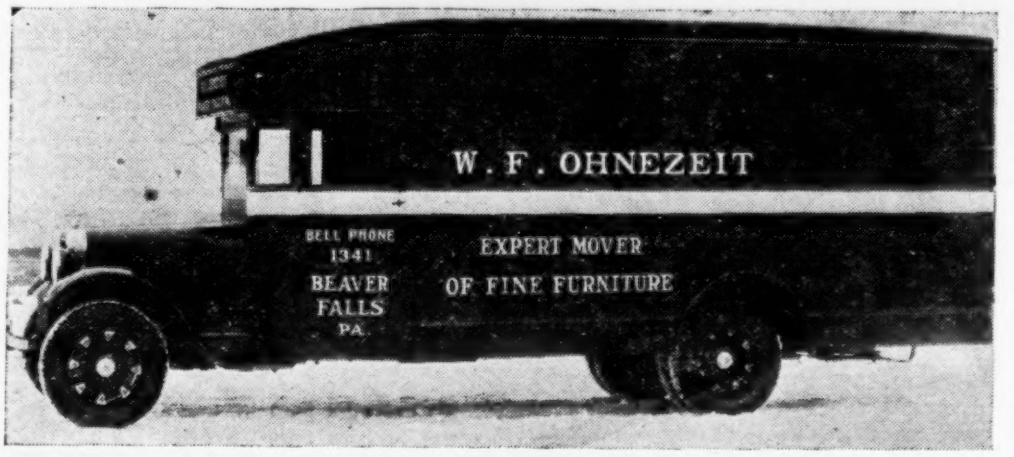
G. M. EXPORT CO. HAS BROAD OPERATING FIELD

New York, Feb. 12.—The General Motors Export Company is doing business in 107 countries. Its personnel of 20,000 men and women is scattered from Finland to Angola, from Papua to Hawaii. Assembly plants are located in Europe, Asia, Africa, South America and Australasia. At the head of each of these plants are managing directors. Many have never met one another. But all have a common objective—the sale of cars and trucks and buses.

ASSOCIATED MOTORS CO. HAS GOOD SALES RECORD

Madison, Wis., Feb. 12.—A striking record for selling automobiles has been registered by the Associated Motors Company of this city. This enterprising firm, organized three years ago, has sold more than 1,200 Oakland and Pontiac cars, valued at $1,600,000, and more than 2,000 used cars.

Studebaker Straight Eight Moving Van



THE MOVING VAN BODY on this vehicle was built by the Fitzjohn Manufacturing Company of Muskegon, Mich., and is mounted on a Studebaker 184-inch Straight Eight Special chassis, Model 88.

GOURLEY HEADS SALES OF KNOXVILLE COMPANY

Nashville, Tenn., Feb. 12.—W. H. Gourley, who started in the automobile trade twelve years ago, has been appointed general sales manager of the Cadillac-La Salle Company of eastern Tennessee at Knoxville.

FISCHER NEW HEAD OF ROCHESTER ASSOCIATION

Rochester, Minn., Feb. 12.—The Rochester Automobile Dealers' Association has elected Clarence Fischer as president of the organization for 1929, with Martin Stolz as vice-president and R. Grundmeyer as secretary-treasurer.

Delegates to the annual meeting of the Minnesota Motor Trades Association, February 6, included Dillon Clements, Paul McGeary, Art Osman, Clarence Fischer and J. O. Nelson.

Canada G. M. Plans Bus, Truck Output

Montreal, Feb. 12.—General Motors of Canada will build 40,000 trucks and coaches in its Walkerville plant this year, it was announced recently. Employment there has reached 2,000 hands already and will probably increase to 2,500 this year.

In addition, General Motors will take over, on January 1, 1930, the old Fisher Body plant in Ford City, at present under lease to Chrysler Motors, and this will permit of the addition of 1,000 men to the General Motors border payroll, making the expected maximum in 1930 of 3,500 men.

These developments were announced by H. A. Brown, Oshawa, general manager of General Motors in Canada; J. E. Macarthur, general superintendent of the Walkerville plant, and S. H. Akers, assistant to the president of the Chrysler Motors of Canada.

The Chrysler Corporation is preparing to build another unit early this year in their $5,000,000 Walkerville plant program, of which the first $1,500,000 unit is nearly completed now. Installation of machinery in this unit will commence about March 1.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge on Dash	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smoking Set	Vanity Set	Make of Body Finish Used	Stop Light	Parking or Side Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
Auburn 120	Ste	—	K-S	Ele	Cha	USL	Moto-M	Cuno	Yes	—	Mur	Ind	Ind	—	*Gla	Balc	Balc	Day	cLov
Auburn 8-90 ...	Ste	—	K-S	Ele	Cha	USL	Moto-M	Yes	GR	—	Mur	Ind	Ind	—	*Kel	Balc	Balc	Day	cLov
Auburn 6-80 ...	Ste	—	K-S	Ele	Cha	USL	Moto-M	—	—	—	Mur	Ind	Ind	—	*Kel	Balc	Balc	Day	cLov
Blackhawk 6 ...	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Bad	Buffalo	Hou
Blackhawk 8 ...	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Bad	Buffalo	Hou
Buick 116	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	DR	DR	—	—	—	—	Buffalo	cLov
Buick 121	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	DR	DR	—	—	—	—	Buffalo	cLov
Buick 129	AC	—	Gro	Her	AC	Ex	AC	Cuno	Fis	Fis	Duco	DR	DR	—	—	—	—	Buffalo	cLov
Cadillac	AC	Jag	Nag	DR	AC	Ex	AC	Yes	Tern	Tern	Duco	Own	Hal	DR	*Kel	USE	USE	Buffalo	cLov
Chandler 65.....	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	†GR	—	Ditz	Cor	Cor	—	—	Ster	Ster	K-H	*Lov
Chandler Big 6..	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 85	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	*Lov
Chand. Royal 75	Ste	—	Moto-M	Ele	AC	Pre	Moto-M	—	GR	GR	Ditz	Cor	Cor	—	Per	Ster	Ster	K-H	Lov
Chevrolet AA...	AC	—	—	*Ign	AC	Wil	DR	SafeT	—	Fis	—	Duco	DR	DR	—	Own	Own	Own	—	—
Chrysler 65.....	NE	—	Moto-M	Sha	AC	Wil	—	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	Cen	Cen	MotoW	Lov
Chrysler 75.....	AC	—	Moto-M	Ele	Cha	Wil	Moto-M	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	N M	N M	MotoW	Lov
Chrysler 80.....	AC	Ster	Moto-M	Ele	Cha	Wil	Moto-M	Yes	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	N M	N M	MotoW	cHou
Davis 99	—	—	Moto-M	Joh	AC	Wil	Moto-M	—	GR	GR	Duco	Cor	—	—	Per	Balc	Balc	—	cHex
De Soto	NE	—	Moto-M	Sha	Cha	Wil	—	—	AWS	AWS	Duco	HalCor	Hal Cor	Per	—	N M	N M	MotoW	Lov
Dodge Six	NE	—	Moto-M	NE	Cha	Wil	Moto-M	—	—	—	—	Cor	Hal	Hal	Ind	—	—	—	Lov
Dodge Senior 6.	NE	—	Moto-M	NE	Cha	Wil	Moto-M	—	GR	GR	—	Cor	Ind	Hal	Ind	—	—	—	Lov
Durant Four....	Ste	—	Roc	—	Cha	USL	—	—	—	—	VEP	Cor	Cor	Kok	—	Ste	Ste	Budd	—
Durant 66	Ste	—	Nag	Sha	Cha	USL	Safe T	—	—	—	VEP	Cor	Cor	Kok	—	Ste	Ste	Budd	Wat
Durant 70	Ste	—	Nag	Sha	Cha	USL	Safe T	—	—	—	VEP	Cor	Cor	—	—	Ste	Ste	Budd	Wat
Durant 60	Ste	—	Nag	Sha	Cha	USL	—	—	—	—	VEP	Cor	Cor	Kok	—	Ste	Ste	Budd	Wat
Elcar 6-75	Ste	—	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	—	Ste	Ste	—	Con
Elcar 8-95	Ste	—	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Gui	Gui	—	Per	Ste	Ste	—	Con
Elcar 8-96	Ste	Borg	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	Per	Ste	Ste	—	Con
Elcar 8-120	Ste	Borg	Moto-M	Sha	Cha	USL	Moto-M	—	—	—	Mur	Hal	Hal	—	Per	Ste	Ste	—	Con
Essex Super 6...	Ste	—	Moto-M	Ele	AC	Ex	Moto-M	—	—	—	sDitz	JB	—	—	—	U S	U S	MotoW	Mon
Ford A.	Ste	—	Own	Ele	Cha	Own	—	—	—	—	—	Yes	—	—	—	—	—	Own	cHou
Frank'n Air. Ltd.	NE	Jag	Nag	Ele	Cha	USL	—	Yes	GR	GR	Duco	Val	JB	JB	—	Kel	CG	CG	—	cWat
Gardner 130 ...	Ste	Phi	Moto-M	DR	Cha	Pre	Moto-M	Cuno	GR	—	Ditz	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 125 ...	Ste	—	Moto-M	DR	Cha	Pre	Moto-M	—	—	—	Ditz	Cor	Cor	—	—	Balc	Balc	—	Lov
Gardner 120 ...	Ste	—	Moto-M	DR	Cha	Pre	Moto-M	—	—	—	Ditz	Cor	—	—	—	CG	CG	—	Lov
Graham-Pg 612.	NE	—	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sClev	Hal	Hal	—	—	Ste	Ste	—	Lov
Graham-Pg 615.	NE	—	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sEgyp	Hal	Hal	—	—	Ste	Ste	—	Lov
Graham-Pg 621.	NE	Ster	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Graham-Pg 827.	NE	Ster	K-S	Her	Cha	Wil	Moto-M	—	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Graham-Pg 837.	NE	Ster	K-S	Her	Cha	Wil	Moto-M	Yes	GR	GR	sDitz	Hal	Hal	—	—	Ste	Ste	—	Hou
Hudson Super 6.	Ste	—	Moto-M	Ele	AC	Ex	Moto-M	—	—	—	sDuco	JB	—	—	—	Eat	Eat	MotoW	Wahl
Hupmobile A....	Ste	—	Ster	Ele	Cha	Wil	Moto-M	—	—	—	Val	Own	Hal	—	—	—	—	—	Mon
Hupmobile M....	Ste	—	Ster	Ele	Cha	Wil	Moto-M	—	*Yes	*Yes	Val	—	Hal	—	—	—	—	—	Mon
Jordan E	Ste	—	Nag	Her	Cha	Wil	Nag	—	VS	VS	sDuc	Val	Ind	Ind	—	—	Eat	Eat	K-H	—
Jordan G	Ste	Ster	Moto-M	Her	Cha	Wil	Moto-M	—	GR	GR	sDuc	Val	Ind	Gui	—	—	Eat	Eat	K-H	cHou
Kissel 6-73	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-95	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	—	Lov
Kissel 8-126.....	AC	Yes	Gro	Ign	Cha	Wil	AC	Yes	Yes	Yes	Duco	Sto	—	—	Per	Bad	Bad	Day	Lov
LaSalle	AC	Jag	Nag	DR	AC	Ex	AC	Yes	Tern	Tern	Duco	Own	Hal	DR	*Kel	USE	USE	Buffalo	cLov
Lincoln 8	Wal	Wal	K-S	Her	Cha	Ex	—	Yes	Cuno	Yes	Duco	Val	Own	Own	Own	—	Bif	Bif	Own	cHou
Locomobile 48 ..	Wal	Wal	Bos	Yal	Cha	Pre	—	Met	GR	GR	Duco	Aga	—	—	—	Buck	—	Buffalo	cLov
Locomobile 86 ..	Ste	NH	Moto-M	Joh	Cha	USL	Moto-M	Yes	AWS	AWS	Duco	Hal	—	—	—	Bad	—	—	Lov
Locomobile 88 ..	Ste	NH	Moto-M	Joh	Cha	USL	Moto-M	Yes	AWS	AWS	Duco	Hal	—	—	—	Bad	—	—	Lov
Locomobile 90 ..	Wal	Wal	US	Yal	Cha	USL	—	Met	GR	GR	Duco	Aga	—	—	—	Buck	—	Buffalo	cLov
Marmon 68	Ste	—	Moto-M	Sha	Cha	Nat	Moto-M	—	AWS	AWS	Duco	Val	Hal	Kok	—	Ste	Ste	Day	Lov
Marmon 78	Ste	Borg	Moto-M	Blos	Cha	Nat	Moto-M	Yes	AWS	AWS	Duco	Val	Hal	Kok	—	--	—	Day	Lov
Moon 6-72	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	Yes	Yes	sGli	Ind	—	—	—	Yes	Yes	—	Lov
Nash Adv. 6.....	Ste	Borg	K-S	DR	AC	USL	Moto-M	—	AWS	AWS	xDuc	Hal	Hal	—	—	Bif	Eat	Ste	Mot W	Hou
Nash Special 6..	Ste	—	K-S	DR	AC	USL	Moto-M	—	GR	GR	xDuc	Hal	Hal	—	—	Bif	Bif	Mot W	Lov
Nash Stand. 6:.	AC	—	DR	DR	AC	USL	AC	—	—	—	xDuc	JB	JB	—	—	Bif	Bif	Mot W	Lov
Oakland All-Am	AC	—	K-S	DR	AC	Wil	—	—	†Fis	†Fis	Duco	DR	Ind	—	—	CG	CG	Mot W	cLov

400 Seattle Service Station Owners Will Join A. M. A.

How to Combat Mail Competition Discussed by Accessory Dealers

Superior, Wis., Feb. 12.—Many proprietors of tire, battery and accessory stores and their assistants attended the retail trade conference which was held recently for two days at the Y. M. C. A. auditorium in this city.

The conference proved valuable to the independent tire, battery and accessory dealer, as it brought to light many ways on how to combat mail order and chain store competition in a successful manner. An open discussion of the many problems that the independent retail dealer meets every day in retail selling was an important and interesting feature of the conference.

Richard E. Ellingwood and H. R. Doering, both of Madison, Wis., were the principal speakers. Mr. Ellingwood is assistant dean at the University of Wisconsin and advisory editor of the Wisconsin Retail Bulletin. H. R. Doering is assistant professor of business administration at the University of Wisconsin and editor of the Wisconsin Retail Bulletin. Paul J. Skamser and A. T. S. Yates, advertising men of Superior, also were speakers, dwelling on local trade area retail advertising.

The topics under discussion at the round table discussion were: "When Retailers Get Together," "Getting Results From Advertising," "Selling Behind the Counter," "Building Up Your Sales Volume," "How to Train and Pay Sales People," "Meeting Your Competition," "What Do Your Customers Think of You?" "Making More Profits in Retailing" and "How to Sell More Goods."

UNION CITY CONCERN TO ADD ACCESSORIES

Union City, N. J., Feb. 12.—H. M. Felitti of this city is president of the Ninth Street Garage Company, which has been formed for the purpose of servicing cars, selling tires and accessories, and conducting an indoor automobile storage. The building is under construction in 9th Street and will have a storage capacity of 100 cars. Associated with Mr. Felitti are F. M. Herring and Sylvester A. Herring. The concern has been granted a state charter and has an authorized capitalization of $100,000.

NEW ACCESSORY FIRM

Jersey City, N. J., Feb. 12.—The Lightning Auto Stores, 591 Summit Ave., has been formed by George L. and David M. Oshrin for the purpose of selling automobile accessories and tires. The concern is authorized to capitalize at $125,000.

Dayton Rubber Mfg. Co. Announces Changes In Its Organization

Dayton, O., Feb. 12.—The Dayton Rubber Manufacturing Company announces two changes in the home office organization. R. L. Wetzel, formerly assistant advertising and sales promotion manager, will devote his entire efforts to sales work,

R. L. Wetzel

H. H. Miller

assisting the vice-president in charge of merchandising, D. W. Warden, and the manager of tire sales, Linn Harvey. Mr. Wetzel has been with the Dayton organization since 1925.

H. H. Miller, who has been with the Dayton company since the early part of 1927, in the advertising department, will now assist E. B. Self on the sales promotion and advertising work formerly handled by Mr. Wetzel.

ADDITIONAL 1-CENT GAS TAX UP IN N. CAROLINA

Raleigh, N. C., Feb. 12.—Senate and House roads committees of the North Carolina Legislature have approved a bill providing for an additional 1 cent a gallon tax on gasoline, the money to be distributed each year to the counties for their road systems, according to area and population.

The present state tax on motor fuels is 4 cents a gallon, the money going to the state road fund. This would not be disturbed by the present measure. Counties would be required to decrease their ad valorem taxes in an amount equal that provided by the gasoline tax. The measure, it is estimated, will provide about $2,500,000. It is an administration measure, the composite of several bills offered, and probably will be passed.

ARCO GETS CHARTER

Fort Wayne, Ind., Feb. 12.—The Arco Electrical Corporation, 207 East Columbia St., has filed articles of incorporation at the office of County Recorder A. C. Bieberich. Incorporators are S. A. Lehman, A. K. Mehl and Herman W. Tapp, all of Fort Wayne. The firm, capitalized at $25,000, will manufacture and sell battery eliminators and plates and other electric supplies.

Chief Aim Is to Maintain Posted Gasoline Price

SEATTLE, WASH., Feb. 12.—Owners of the 400 service stations who formed the Gasoline Pumpers' Association recently have decided to affiliate with the Automotive Maintenance Association, in an effort to maintain the posted price of gasoline, which at this time is 20½ cents, in Seattle. However, during the recent "gas war" prices were cut as low as 15 cents.

N. W. Hale, secretary of A. M. A., predicts that this new affiliation will give the organization sufficient strength to be an effective agency in bringing about peace.

A new plan to assist the gas pumper in a locality where prices are being slashed has been worked out and agreed upon. It is simply this: Retailers selling at the regular prevailing price will contribute one-half cent per gallon toward a fund which will be used to supply gasoline to the retailer who is forced to cut to as low a price as a competitor in the same district.

The organization will buy at the market and sell below it sufficiently so that the differential in force can be maintained and the price of the slasher met. The executive board will handle the fund and the situation as it deems best along this line. Legal opinion is that the group can buy at any price and sell at any price and to whom it pleases.

Thus if an association member finds he must sell at 15 cents per gallon to meet his neighbor's price, the group will supply gasoline to him at 11 cents, if the differential is four cents, or whatever it may be. Then this retailer can sell at 15 cents and make his profit. The loss will be met by the combined retailers.

Legitimate gasoline dealers in a California community recently followed a similar plan, forty joining to help those that were in price-cut sections. Within a short time prices became stabilized.

Tire and Battery Dealers Will Fight Ban on Curb Tank

Duluth, Minn., Feb. 12.—A fight to retain their gasoline pumps by tire and battery dealers in Duluth looms if the city council fails to reconsider its action not to renew curb gasoline pump licenses upon the expiration of such licenses on April 30.

This was the decision arrived at by twenty-five operators, most of them tire and battery dealers, at a dinner meeting held at Hotel Duluth to discuss the problem. The operators are protecting their own rights in a matter that involves an investment of $82,000 in pumps, tanks and labor required in installing them. A committee, including Sid W. Jensen, tire and battery dealer of Duluth, was appointed to head the fight against the non-renewal order.

Data will be gathered by the committee concerning curb pump legislation in other cities to prove that while other cities might prevent the issuance of licenses for additional pumps, they did not cancel permits for those already established and thus confiscate property. At the meeting it was brought out that there are 164 curb pumps in operation in Duluth at an average value of $500 each, operated mostly by tire and battery dealers.

JOHN PETERMANN CO. WILL EXPAND ITS GARAGE

Union City, N. J., Feb. 12.—The John Petermann Company has obtained a loan of $50,000 on its garage at Hudson Boulevard and 28th street, and will build an addition, with showrooms and accessory and tire stores. The mortgage was signed by John Petermann, president, and George Laessig, secretary.

Passenger Car Equipment and Accessories

Name and Model	Speedometer	Clock	Fuel Gauge on Dash	Lock	Spark Plugs	Battery	Heat Indicator	Cig. Lighter	Smoking Set	Vanity Set	Make of Body Finish Used	Stop Light	Parking or Side Light	Windshield Wings	Heater	Front Bumper	Rear Bumper	Wire Wheels*	Shock Absorber
*Oldsmobile	AC	—	K-S	DR	AC	Wil	AC	—	Tern	—	§Duco	DR	DR	—	—	Own	Own	MW	cLov
Packard 626, 633	NE	Jag	K-S	—	Cha	Pre	Moto-M	Yes	Own	Yes	sVal	Own	Own	Yes	Kel	Cen	Yes	Yes	Own
Packard 640, 645	NE	Jag	K-S	—	Cha	Pre	Moto-M	Yes	Own	Yes	sVal	Own	Own	Yes	Kel	Cen	Yes	Yes	Own
Peerless 91	AC	Elg	Moto-M	Ele	Cha	Ex	Moto-M	—	GR	GR	Val	Gui	Gui	Kok	—	Bif	—	—	Lov
Peerless 81.....	AC	Elg	Moto-M	Ele	Cha	USL	Moto-M	—	GR	GR	Val	Cor	Cor	Kok	—	Bif	—	—	Gab
Pierce-Arrow 125	Wal	Wal	Nag	Her	—	USL	—	—	VS	VS	—	Aga	Aga	—	—	Eat	Eat	—	Hou
Pierce-Arrow 126	Wal	Wal	Nag	Her	—	USL	—	Yes	AWS	AWS	—	Aga	Aga	—	—	Eat	Eat	—	Hou
Plymouth	NE	—	Roc	Sha	Cha	Wil	—	—	—	—	Duco	Hal Cor	Hal Cor	—	—	Cen	Cen	K-H	—
Pontiac Big 6..	AC	—	K-S	DR	AC	Pre	—	—	†Fis	†Fis	Duco	DR	DR	—	—	CG	CG	Buffalo	cLov
Reo F. C. Mate.	Ste	—	K-S	Ele	Cha	Wil	AC	—	VS	VS	sDitz	Hal	Hal	—	—	CG	CG	—	a†Lov
Reo F. C. Mast.	Ste	—	K-S	Blos	Cha	Wil	AC	—	GR	GR	sDitz	Gui	Gui	—	—	CG	CG	—	cLov
Ste'rns-K.H. 8-90	Ste	Wal	Nag	Ele	Cha	USL	Moto-M	Cuno	VS	VS	sVal	Hal	Gui	†Yes	Per	Ste	Ste	Buffalo	Hou
Stearns-K.J 8-90	Ste	Wal	Nag	Ele	Cha	USL	Moto-M	Cuno	VS	VS	sVal	Hal	Gui	†Yes	Per	Ste	Ste	Buffalo	Hou
St'ns-K. M 6-80	Ste	—	Nag	BS	Cha	USL	Moto-M	Yes	GR	GR	Mou	Ind	Gui	—	—	Eat	Eat	Buffalo	Hou
St'ns-K. N 6-80	Ste	—	Nag	BS	Cha	USL	Moto-M	Yes	GR	GR	Mou	Ind	Gui	—	—	Eat	Eat	Buffalo	Hou
Stud.-Erskine ..	Ste	—	K-S	Her	Cha	Wil	—	—	—	—	—	Ind	—	—	—	—	—	K-H	Mon
Stud. Dict.	Ste	—	K-S	Her	Cha	Wil	Moto-M	—	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Com. 6 ..	Ste	NE	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Com. 8 ..	Ste	NE	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	K-H	Lov
Stud. Pres. 125 .	Ste	NE	K-S	Her	Cha	Wil	Moto-M	Yes	—	—	—	Ind	—	—	—	—	—	Budd	Hou
Studebaker 135..	Ste	NE	K-S	Her	Cha	Wil	Moto-M	Yes	VS	VS	—	Ind	—	—	—	—	—	K-H	Hou
Stutz M	Ste	Borg	Moto-M	DR	Cha	Pre	Moto-M	Yes	Lin	Lin	Val	Ind	Ind	Kok	—	Buck	Buck	Buffalo	cHou
Whippet Four..	Ste	—	Roc	Ele	Cha	USL	—	—	—	—	Mou	Ind	—	—	—	—	—	Buffalo	aGab
Whippet Six ...	Ste	—	Roc	Ele	Cha	USL	—	—	—	—	Mou	Ind	Yes	—	—	—	—	Buffalo	aGab
Willys-K. Sta. 6	Ste	—	Nag	—	Cha	USL	—	—	—	—	Mou	Ind	Yes	—	—	—	—	Buffalo	cGab
Willys-K. 70B ..	NE	—	Nag	Ele	Cha	USL	Moto-M	—	GR	GR	Mou	Ind	Yes	—	—	—	—	Budd	Wat
Windsor 8-82 ..	Ste	—	Moto-M	Joh	Cha	USL	Moto-M	—	Yes	Yes	sGli	Ind	—	—	—	Yes	Yes	Yes	Lov
Windsor 8-92 ..	Ste	—	Moto-M	DR	Cha	USL	Moto-M	—	Yes	Yes	sGli	Ind	—	Yes	—	Yes	Yes	Yes	Lov

KEY TO ABBREVIATIONS USED IN THIS TABLE

GENERAL

*In addition to its regular line Oldsmobile also offers a de luxe line. De luxe equipment includes: Six wire wheels (with six tires and tubes), two wheels carried in front fender wells and securely locked in position, chromium-plated headlamps, four spring boots, folding trunk rack at rear and sheet metal (fenders, etc.) ducoed in color on those models on which ducoed sheet metal is more harmonious than is black enameled sheet metal. It is also a special line for 1929.

SPEEDOMETER

AC—AC Spark Plug Co., Flint, Mich.
NE—North East Electric Co., Rochester.
Ste—Stewart-Warner Speedometer Corp., Chicago.
Wal—Waltham Watch Co., Waltham, Mass.

CLOCK

Chel—Chelsea Clock Co., Boston, Mass.
Borg—Borg Clock Co.
GE—General Electric Co., Schenectady.
Jag—Jaeger Watch Co., New York city.
NH—New Haven. See Phi.
Phi—Phinney-Walker Co., New York city.
Ster—Sterling Electric Clock Corp., New York city.
Wal—Waltham Watch Co., Waltham, Mass.

FUEL GAUGE

Bos—Boston Auto Gage Co., Pittsfield, Mass.
Gro—Grolan Co., Dayton, O.
KS—King-Seeley Corp., Ann Arbor, Mich.
Nag—Safe-T-Stat Co., Brooklyn, N. Y., and Toledo, O.
Moto-M—Moto Meter Co., Inc., L. I. City, N. Y., and La Crosse, Wis.
Roc—Rochester Mfg. Co., Rochester, N. Y.
Ster—Sterling Electric Clock Corp., New York city.
US—U. S. Gauge Co., New York city.

LOCK

B&S—Briggs-Stratton Co., Milwaukee.
Blos—Blossom, Delco Remy Corp., Anderson, Ind.
Clum—Clum Mfg. Co., Milwaukee, Wis.
Corb—Corbin Cabinet Lock Co., New Britain, Conn.
Phi—Philadelphia.
Ele—Mitchell Specialty Co., Holmesburg, Philadelphia.
D-R—Delco-Remy Corp., Anderson, Ind.
Her—Hershey Mfg. Co., Chicago.
Joh—Johnson Automobile Lock Co., St. Louis, Mo.
Mil—Miller Lock Co., Philadelphia.
N. E.—North East Electric, Rochester, N. Y.
Sha—Shaler Lock Co., Milwaukee, Wis.
*Coincidental St. Gear & Ign.

SPARK PLUGS

AC—AC Spark Plug Co., Flint, Mich.
Cha—Champion Spark Plug Co., Toledo, O.

BATTERY

Ex—Electric Storage Battery Co., Philadelphia.
Nat—National Lead Battery Co., St. Paul, Minn.
Pre—Prest-O-Lite Co., Indianapolis, Ind.
USL—U. S. L. Battery Corp., Niagara Falls, N. Y.
Wil—Willard Storage Battery Co., Cleveland, O.
D-R—Delco-Remy.

HEAT INDICATOR

AC—AC Spark Plug Co., Flint, Mich.
Moto-M—Moto Meter Co., Inc., Long Island City, N. Y., and La Crosse, Wis.
SafeT—Safe-T-Stat Co., Brooklyn, N. Y.

CIGAR LIGHTER

Cuno—Cuno Engineering Corp., Meriden, Conn.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
†On some models.
*Closed models only.

SMOKING AND VANITY SETS

AWS—Art Metal Works, Newark, N. J.
Cuno—Cuno Engineering Corp., Meriden, Conn.
Fis—Fisher Body Corp., Detroit.
GR—Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Lin—Linden.
V S—Van Sicklen Corp., Elgin, Ill.
Tern—Ternstedt.
Arco—John L. Armitage & Co., Newark, N. J.
Ditz—Ditzler Color Co., Detroit, Mich.
Duco—E. I. du Pont de Nemours & Co., Philadelphia.

BODY FINISH

Egypt—Egyptian Lacquer Co.
Gil—Gidden Co., Cleveland, O.
Mim—Mimax, Pittsburgh Plate Glass Co.
Mou—Mountain Varnish & Color Works, Toledo, O.
Mur—Murphy Varnish Co., Newark, N. J.
Shw—Sherwin-Williams Co., Cleveland, O.
Val—Valentine & Co., New York city.
VEP—V. E. P. Co., St. Louis, Mo.
§—Also Rinshed-Mason.
r—Also Ditz.
s—Also other makes.
Var's—Various.
x—Also Pittsburgh Plate Glass Co., Milwaukee, Wis.
y—Also Wilhelm Co., Reading, Pa.

STOP AND PARKING LIGHTS

Aga—Federal Pressed Steel Co., Chicago.
Bro—Brown & Green Ignition Sales Co., New York city.
Cor—Corcoran Co., Cincinnati, O.
D-R—Delco-Remy Corp., Anderson, Ind.
Gui—Guide Motor Lamp Mfg. Co., Cleveland, O.
Hal—Hall Lamp Co., Cincinnati, O.
Ind—Indiana Lamp Corp., Connersville, Ind.
Sto—Stover Signal Engineering Co., Racine, Wis.
JB—John Brown Lamp Co.

WINDSHIELD WINGS

Kok—Fulton Co., Milwaukee, Wis.
Per—Perfection Heater & Mfg. Co., Cleveland, O.
DR—Delco-Remy.

WIRE WHEELS

Budd—Budd Wheel Co.
Moto W—Motor Wheel Corporation.
Day—Dayton Steel.
K-H—Kelsey-Hayes.
*Buffalo—Wire Wheel Corporation of America, Buffalo, N. Y.

HEATER

Gla—Gladiator Mfg. Co.
Kel—Kelch; made by Grand Rapids Metalcraft Corp., Grand Rapids, Mich.
Per—Eaton Axle & Spring Co., Cleveland.
*Special equipment.

BUMPERS

Bad—Badger Mfg. Corp., Milwaukee.
Balc—Cincinnati Ball Crank Co., Cincinnati, O.
Bif—Biflex Corp., Waukegan, Wis.
Buck—See Cen.
Cen—Central Brass & Fixture Co., Springfield, O.
CG—CG Spring & Bumper Co., Detroit.
Eat—Eaton Axle & Spring Co., Cleveland.
NM—New Method.
Ster—Sterling Spring Co., Cleveland, O.
Ste—Stewart-Warner Speedometer Corp., Chicago.
US—United States Chain Co.
USE—U. S. E. Corp., Long Island City.

SHOCK ABSORBER

Con—Continental Motors.
Gab—Gabriel Snubber Mfg. Co., Cleveland, O.
Hex—Hexdees-Detroit Steel Products Co., Detroit.
Hou—Houde Engineering Corp., Buffalo, N. Y.
Lov—Delco-Remy Corp., Anderson, Ind.
Mon—Monroe.
Wat—John Warren Watson Co., Philadelphia.
a—Front only.
c—Front and rear.

MAJOR SPECIFICATIONS AND MECHANICAL DETAILS OF

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Am. La France Chief	2-2½	2850	Own	6	3¾x5	33.7	F P	Zen	Vac	Rem	Own	C	4	Own	Wo	51.2	4	R	156	5600	32x6	32x6 D
**Am. La France W	3-4	3950	Own 2 R	4	4¼x6	28.9	P&S	Zen	Vac	A B	Own	C	4	Own	D R	47.4	D	R	160	7200	S 36x5	S 36x5 D
Am. La France S	4-4½	5200	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	8900	S 36x6	S 36x6 D
Am. La France V	5	5500	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	54.4	D	R	165	9800	S 36x6	S 40x6 D
Am. La France Z	6½	5750	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	Wo	63.5	D	R	165	10000	S 36x7	S 40x7 D
Am. La France U	7½	6000	Own 5 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	—	63.5	D	R	165	10500	S 36x7	S 40x8 D
Am. La France 14 R	5	6000	Own 14 R	4	4¾x6	36.2	P&S	Zen	Vac	A B	Own	C	4	Own	D R	34.3	D	R	226	9100	40x8	40x8 D
Am. La France 16 R	5	6500	Own 16 R	6	4½x6	105	P&S	Zen	Vac	A B	Own	C	4	Own	D R	32.8	4	R	226	10400	40x8	40x8 D
Autocar Dispatch S A	1½	2700	Own A	6	3¾x4½	33.8	C S	Zen	Vac	L-N	Br-L	U	4	Own	Sp	—	4	4	150	4900	32x6	32x6
Autocar Dispatch S D	2	3000	Own A	6	3¾x4½	33.8	C S	Zen	Vac	L-N	Br-L	U	4	Own	D R	—	4	4	150	5100	32x6	32x6 D
†Autocar H	2½	3750	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own Y	C	4	Own H	D R	56.3	R	R	114	5200	S 36x5	S 36x8
Autocar T	2½	4900	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own T	U	4	Own H	D R	40.2	R	D	177	6800	34x7	34x7 D
†Autocar H	3-3½	4100	Own Y	4	4¼x5½	28.9	C S	Str	Gra	A B	Own J	C	4	Own M	D R	63.6	R	R	114	6000	S 34x5	S 36x10
†Autocar H	3-3½	4350	Own W	6	4 x4¾	38.4	Pb	Str	Vac-Gra	A B	Own T	U	4	Own J	D R	55.2	R	R	114	6200	S 34x5	S 36x10
†Autocar M	5	4650	Own M	4	4½x5½	32.4	C S	Str	Gra	A B	Own B	C	4	Own M	D R	72.1	R	R	120	7200	S 34x6	S 36x12
Autocar M	5	4950	Own T	6	4¼x4¾	43.5	Pb	Str	Vac	A B	Own	C	4	Own M	D R	72.1	R	D	162	7300	S 34x6	S 36x12
Brockway Junior	1	1195	Wis C	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.27	4W	Tr	130	3100	30x5	30x5
Brockway J F	1	1195	Wis F	6	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36001	Sp	21.3	4W	Tr	137	3450	30x5	30x5
Brockway C J B F	1½	1475	Wis F	4	3¼x4¼	25.4	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.3	4W	Tr	149	3650	32x6	32x6
Brockway E	1½	1765	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 30	U	3	Col 55001	Sp	21.0	4W	Tr	139½	3650	32x6	32x6
Brockway E N	1½	1965	Wis N	6	3½x4¼	29.4	Pb	Zen	Vac	Aut	Br-L 35	U	4	Col 55001	Sp	31.3	4W	Tr	155¾	4400	32x6	32x6
Brockway S	2	2450	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	38.79	R	Tr	150¼	5100	S 34x4	S 34x8
Brockway S Y	2	2950	Wis Y	6	3¾x5	27.3	Pb	Zen	Vac	L-N	Br-L 35	U	4	Wis 4610	D R	35.3	4W	Tr	151¾	4950	32x6	34x7
Brockway K*	3	3300	Con K	4	4¼x5¼	27.2	Pw	Zen	Vac	Eis	Br-L 35	C	4	Tim 65600 D	Wo	41.5	R	R	154½	5855	S 36x5	S 36x10
Brockway K R	3	3625	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 65700 S	Wo	36.38	R	D	160⅝	6290	S 36x5	S 36x10
Brockway K W	3	3950	Wis H	6	4 x5	38.2	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 68300	D R	33.7	R	D	170	6920	34x7	D 34x7
Brockway R*	4	4200	Con L	4	4½x5½	32.4	Pw	Zen	Vac	Eis	Br-L 55	C	4	Tim 66600	Wo	46.8	R	R	164	7890	S 36x5	S 36x12
Brockway T	5-7	5200	Con B 7	4	5 x6	40.0	Pw	Zen	Vac	Eis	Br-L 60	C	4	Tim 68700	Wo	53.5	R	D	175	10065	S 36x6	S 40x14
Chevrolet	½	395	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	3	Own	Sp	13.87	4	R	107	1695	30x4.50	30x4.50
Chevrolet	1½	495	Own	6	3⅛x3¾	—	Pb	Car	P	Rem	Own	U	4	Own	Sp	33.47	4	R	131	2170	30x5	30x5
Day Elder M	1	1345	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Col 35000	B	23.89	R	R	131	3100	30x5	30x5
Day Elder G-6	1½	2050	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful DU-10	U	3	Tim 5620	B	29.30	R	R	144	3900	30x5	32x6
Day Elder H	2	2500	Buda WTU	4	3¾x5⅛	22.5	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 63702 D	Wo	30.64	R	R	144	4400	S 34x4	S 34x7
Day Elder H B-6	2	2500	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	Vac	Rem	Ful KU-10	U	4	Tim 5620	B	27.32	R	R	144	4400	32x6	34x7
Day Elder I	2½	3300	Buda KBU	4	4 x5¼	25.6	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	44.40	R	R	150	5700	S 36x4	S 36x8
Day Elder J-6	3	3900	Buda DW6	6	3¾x5	33.7	Pb	Zen	Vac	Rem	Ful GU-12	U	4	Tim 65600 D	Wo	37.20	R	R	156	6500	36x6	36x6 D
Day Elder K	4	4475	Bud Y B U	4	4½x6	32.4	Pb	Zen	Vac	Eis	Ful R	C	4	Tim 66600 D	Wo	49.60	R	R	162	8500	S 36x5	S 36x12
Day Elder L	5-6	5050	Bud B B U	4	5 x6½	40.0	Pb	Zen	Vac	Eis	Ful H	C	4	Tim 67700 D	Wo	64.60	R	R	162	10000	S 36x6	S 40x7 D
Diamond T 151	1	1095	Con 18 E	6	3⅜x4	27.3	Pb	Zen	Gra	Aut	Cov	U	3	Col	Sp	—	4	D	132	3200	30x5	32x6 D
Diamond T 290	1½	1475	Her W X A	6	3⅜x4½	27.3	Pb	Zen	Gra	Aut	Cov	U	4	Col	Sp	—	4	D	156¼	4160	30x5	30x5 D
Diamond T 302	2	1650	Her W X B	6	3¾x4½	33.8	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	157¾	4600	32x6	32x6 D
Diamond T 550	2½	2195	Her W X C	6	4 x4½	38.4	Pb	Zen	Gra	Aut	Cov	U	4	Tim	Sp	—	4	D	165	5400	32x6	32x6 D
Dodge Bros.	½	665	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	15.2	4	D	120	2510	31x5.25 B	31x5.25 B
Dodge Bros.	¾	775	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	3	Own	Sp	17.4	4	D	130	2920	30x5	30x5
Dodge Bros.	1	995	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	140	2955	30x5	30x5
Dodge Bros.	1	1065	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	W-G	U	4	Own	Sp	23.8	4	D	150	3695	32x6	32x6
Dodge Bros.	1½	1345	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	3810	32x6	32x6
Dodge Bros.	1½	1415	Own	6	3⅜x3⅞	27.3	Pb	Stw	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	114	3725	32x6	34x7
Dodge Bros.	2	1445	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4045	32x6	34x7
Dodge Bros.	16 Pas	1890	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	36.8	4	D	165	4205	32x6	34x7
Dodge Bros.	21 Pas	1820	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	150	3930	32x6	34x7
Dodge Bros.	2	1545	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	165	4070	32x6	34x7
Dodge Bros.	2	1615	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	41.4	4	D	135	4225	32x6	32x6 D
Dodge Bros	3	1745	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	165	4520	32x6	32x6 D
Dodge Bros.	3	1775	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	185	4715	32x6	32x6 D
Dodge Bros.	3	1845	Own	6	3⅜x4½	27.3	Pb	Zen	Vac	N E	Own	U	4	Own	Sp	46.3	4	D	110	1965	29x5.00 B	29x5.00 B
Durant Com. Chassis	½	495	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	16.16	4	4	107	1670	28x4.75	28x4.75
Fargo Packet	½	545	Own	4	3⅜x4¼	21.0	Pb	Car	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	1835	4.75x20	4.75x20
Fargo Clipper	¾	725	Own	6	3⅛x4¼	23.4	Pb	Str	Vac	Rem	Own	U	3	Own	Sp	14.29	4	Tr	...	2325	5.50x18	5.50x18
Ford A A	1½	540	Own	4	3⅞x4¼	24.0	P&S	Zen	Gra	Own	Own	U	3	Own	Wo	*15.95	4	4	131½	2250	30x5	32x6
F. W. D.—H	2	3300	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Cotta	C	4	Own	St	38.1	4	R	121	5300	34x7	34x7
F. W. D.—B	3	4200	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	3	Own	St	35.6	4	R	124	6460	36x6 S	36x6 S
F. W. D.—B-5	3	4525	Own	4	4¾x5½	36.1	Pb	Str	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	6800	36x6 S	36x6 S
F. W. D.—U 6	3½	4575	Wak	6	4 x4¾	38.6	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	R	148	7200	36x6 S	36x6 S
F. W. D.—M	3½-5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Gra	Eis	Own	C	5	Own	St	88.6	4	R	132	7600	36x8 S	36x10 S
F. W. D.—M F	3½-5	5000	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7775	36x8 S	36x10 S
F. W. D.—H T	2	3900	Wis S U	4	4 x5	25.6	Pb	Zen	Vac	Eis	Br-L	C	7	Own	St	84.7	4	R	120	6000	36x8	36x8
F. W. D.—B T	3	4742	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	101.0	4	R	133¾	7700	40x7 S	40x5 S D
F. W. D.—U 4	3	4575	Own	4	4¾x5½	36.1	Pb	Str	Vac	Eis	Own	C	5	Own	St	88.6	4	R	148	7000	36x6 S	36x6 S
F. W. D.—X 6	6	6500	Wak	6	4¼x4¾	43.3	Pb	Zen	Vac	A B	Own	C	5	Own	St	88.6	4	4	170	9500	36x8	36x8
Gramm 263-N	1-1¼	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	133	3485	30x5	32x6
Gramm 363-N	1½	1485	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1002	Sp	21.3	D	R	133	3485	30x5	32x6
Gramm 463-N	2	1885	Lyc S	6	3¼x4½	25.3	Pb	Zen	Gra	Aut	Cov	U	3	Eat 1504	Sp	25.3	D	R	133	3800	32x6	34x7
Gramm 564-N	2½	2940	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Gra	Aut	Ful G U	U	3	Wis 6617	D R	25.4	D	R	133	4800	32x6	32x6 D
Gramm 35	3	4160	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	36x5 S	36x10 S
Gramm 35	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 8800	D R	115.5	D	R	153	7100	36x5 S	36x10 S
Gramm 38—Low Bed	3	4160	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	C	8	Wis 67310	D R	33.1	D	R	153	7100	36x5 S	36x10 S
Gramm 45	4	4735	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	150	7600	36x5 S	36x12 S
Gramm 45	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful H	C	8	Wis 1450	D R	128.0	D	R	153	7600	36x5 S	36x12 S
Gramm 48—Low Bed	4	4735	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	4	Wis 1250	D R	34.2	D	R	133	7600	36x5 S	36x12 S
Gramm 60	5	5370	Her G	4	4¾x5¾	36.1	Pb	Zen	Vac	Aut	Ful H	C	8	Wis 1700	D R	133.4	D	R	153	8700	36x6 S	36x14 S
Gramm 60	5	5370	Lyc T S	6	3⅞x5	36.2	Pw	Zen	Vac	Aut	Ful GU	U	8	Wis 1700	D R	133.4	D	R	153	8700	36x6 S	36x14 S
GMC T 11	*3800	625	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	3	Own	Sp	14.7	4	D	109¾	1980	19.5.00 B	19x5.50 B
GMC T 19 (2003)	*6000	895	Pontiac	6	3⅛x3⅞	26.3	Pb	Mar	P	Rem	Own	U	4	Tim 5261 Bx	Sp	34.1	4	D	127¾	2925	20x5.50 B	32x6
*GMC T 30A (3003)	*8000	1395	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Eat 1606	Sp	28.6	4	D	136	4075	20x6.00 B	34x7
*GMC T 42A (4003)	*10000	1685	Buick Std	6	3⅛x4⅝	26.3	Pb	Mar	P	Rem	Own	U	4	Own	Sp	33.4	4	D	136	4510	20x7.00 B	36x8
†*GMC T 60A (5003)	*14500	2800	Buick Mst	6	3⅜x5	31.5	Pb	Mar	P	Rem	Own	U	4	Tim 65706 N	Wo	44.8	4	D	140	6090	32x6	32x6 D
*GMC K 102A (6001)	*28000	4250	Own 89	4	4½x6½	32.4	Pw	Mar	Vac	Eis	Own	C	7	Tim 67600	Wo	86.3	R	R	160	9520	36x6 S	40x14 S
*Hahn 24	1	1345	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1002	Sp	—	R	R	138	3100	30x5	30x5
*Hahn 34	1½	2080	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	3750	32x6	32x6
*Hahn 44	2	2250	Her O	4	4 x5	25.6	Pb	Zen	Vac	Aut	Br-L 31	U	3	Eat 1504	Sp	—	R	R	150	4100	32x6	34x7
Hahn 465	2	2740	Con 6 B	6	3¾x5	33.5	Pb	Zen	Vac	Aut	Br-L 35	U	4	Eat 1504	Sp	—	R	R	160½	4300	32x6	34x7
Hahn 54	2½	3300	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65000	Wo	—	R	R	144	5600	36x4 S	36x8 S
†Hahn 56	2½	3440	Con 6 B	6	3¾x5	33.8	Pb	Zen	Vac	Rem	Br-L 51	U	4	Eat 2252	Sp	—	R	D	160	5300	32x6	32x6 D
Hahn L	3	3600	Her L	4	4½x5¾	32.4	Pb	Zen	Vac	R B	Br-L 51	U	4	Tim 65704	Sp	—	R	R	149	5900	36x5 S	36x5 S D
Hahn 76	3½	4790	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Tim 65704	Wo	—	R	R	196	6500	34x7	34x7 D
Hahn M	4	4250	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	160	7600	36x5 S	36x12 S
Hahn R	5	5100	Her G	4	4¾x5¾	36.5	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	8800	36x6 S	40x6 S D
Hahn N	6	5200	Her G	4	4¾x5¾	36.4	Pb	Zen	Vac	R B	Br-L 60	C	4	Tim 66700	Wo	—	R	R	162	9200	36x6 S	40x6 S D
Hahn K B L	25 Pas	4300	Her W X C	6	4 x4½	38.4	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	204	5600	32x6	32x6 D
Hahn K B H	29 Pas	5000	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	Vac	L-N	Br-L 51	U	4	Wis 67310	D R	—	R	R	220	6400	34x7	34x7 D
Hahn L B	33 Pas	6000	Con 15 H	6	4½x5¾	48.6	Pb	Zen	Vac	L-N	Br-L 60	U	4	Wis 1251 K	D R	—	R	R	247	9000	38x7	38x7 D
Indiana 200	1	1195	Wis F	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 36000	Sp	20.71	4	Tr	137	3400	30x5	32x6
Indiana 300	1½	1475	Wis F	6	3¼x5¼	25.3	Pb	Zen	Vac	Aut	Br-L 20	U	3	Col 54030	Sp	21.26	4	Tr	149	3650	30x5	32x6
Indiana 111 X	2	1850	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 504	Sp	36.60	R	Tr	120	3830	32x6	32x6 D
Indiana 400	2	2495	Wis Y	6	3⅜x5	27.3	Pb	Str	Vac	Aut	Br-L 35	U	4	Cla B 506	Sp	30.33	4	Tr	157	4800	32x6	34x7
Indiana 115 A	2½	2740	Her Ox	4	4 x5	25.6	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	42.80	R	Tr	132	5000	32x6	34x7 D
Indiana 615 A	2½	3070	Wisc Y	6	3⅜x5	27.3	Pb	Str	Vac	Eis	Br-L 35	U	4	Cla B 720	Sp	30.33	R	Tr	136	5190	32x6	34x7 D
Indiana 126	3	3495	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 557	C	7	Tim 65704	Wo	80.7	R	Js	162½	7400	36x5	36x10 S
Indiana 127	3	3190	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6490	32x6	34x7 D

*See special notations. †See special notations.

1928 COMMERCIAL CARS BUILT IN THE UNITED STATES

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Indiana 626	3	4185	Wis H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 55	C	7	Tim 65074	Wo	80.7	R	Js	168½	7625	36x6 S	36x10 S
Indiana 627	3	3725	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	42.80	R	R	162½	6500	36x5 S	36x10 S
Indiana 628	3	4355	Wis H	6	4 x5	38.4	Pb	Str	Vac	Aut	Br-L 55	U	4	Cla B 720	Sp	37.45	R	R	216¾	6585	34x7	34x7 D
Indiana 127 A	3	3375	Her K	4	4¼x5¾	28.9	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 720	Sp	41.72	R	R	141	6800	32x6	34x7 D
Indiana 627 A	3	3690	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 51	U	5	Cla B 70	Sp	41.72	R	R	147	6800	32x6	34x7 D
Indiana 138	4	4380	Her L	4	4½x5¾	32.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	162½	7850	36x5	36x12 S
Indiana 638	4	4955	Wisc H	6	4 x5	38.4	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	83.1	R	R	168½	8100	36x5	36x12 S
Indiana 41	5	5460	Her G	4	4¾x5¾	36.1	Pb	Str	Vac	Eis	Br-L 60	C	7	Tim 66700 D	Wo	95.0	R	R	172	9600	36x6	40x12 S
Int. Harvester Sp. Del.	¾	695	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 502 R	Sp	15.1	4	4	124	2200	30x5.25	30x5.25 P
Int. Harv. 6 Spd. Spec.	1	795	Wak X A	4	3½x4½	19.6	Pb	Zen	Vac	Rem	Mec	U	3	Eat 1124	Sp	*52.6	4	4	124	2430	30x5	30x5 P
Int. Harvester S-24	1¼	1135	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3200	32x4½	32x4½ P
Int. Harvester S-26	1¼	1285	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1002	Sp	21.3	4	4	130	3250	32x4½	32x4½ P
Int. Harvester SF-34	1½	1425	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3520	30x5	30x5 P
Int. Harvester SF-36	1½	1575	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	140	3570	30x5	30x5 P
Int. Harvester SL-34	1½	1525	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	160	3595	30x5	30x5 P
Int. Harvester SL-36	1½	1675	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	3	Eat 1502	Sp	22.6	4	4	160	3645	30x5	30x5 P
Int. Harvester SD-44	2	1565	Lyc C T	4	3¾x5	22.5	Pw	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3700	30x5	32x6 P
Int. Harvester SD-46	2	1715	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	A B	Own	U	4	Eat 2002	Sp	40.6	4	4	117	3750	30x5	32x6 P
Int. Harvester SF-46	2	1925	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Own	U	4	Eat 2002	Sp	40.6	4	4	140	4000	32x6	34x7
Int. Harvester 54-C	2½	3200	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 428	Ch	51.8	R	D	140	6400	36x5	36x10
Int. Harvester 54	2½	3550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 54 65000	D R	53.7	R	D	140	6345	36x5	36x8
Int. Harvester 74-C	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	*86.0	R	D	154	8715	36x6	40x12
Int. Harvester 74	3½	4550	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Eat 74 100000	D R	61.6	R	D	160	8175	36x6	40x12
Int. Harvester 104-C	5	4800	Own	4	4¼x5	28.9	C S	Zen	Gra	R B	Own	U	4	Own A M 427	Ch	86.0	R	D	154	8890	36x6	40x14
Int. Harvester HS-54	2½	3850	H-S 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Eat 54 65000	D R	60.5	4	4	*148	8000	36x5	36x8
Int. Harvester HS-54-C	2½	3850	do 151	4	4¼x5½	28.9	Pb	Zen	Vac	R B	Own	U	5	Own A M 428	Ch	63.8	4	4	*148	8665	36x5	36x10
Int. Harvester HS-74	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Eat 74 100000	D R	70.5	4	4	*160	10700	36x6	40x12
Int. Harvester HS-74-C	3½	4850	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	79.1	4	4	*160	11000	36x6	40x12
Int. Harv'st'r HS-104-C	5	5500	do 152	4	4¾x5½	36.1	Pb	Zen	Vac	R B	Own	U	5	Own A M 427	Ch	90.5	4	4	*160	11095	36x6	40x12
*Larrabee 20	1	1595	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	5.13	4	D	142	4170	30x5	30x5
*Larrabee 30	1½	1875	Con 16 C	6	3⅜x4⅝	27.3	Pb	Zen	Gra	Rem	Br-L	U	3	Col	Sp	5.13	4	D	161	4550	32x6	32x6
*Larrabee 40	2	2965	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	176	5950	32x6	32x6 D
*Larrabee 50	2½	3285	Con 16 R	6	4 x4⅛	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Wisc	D R	5.35	4	D	183	6030	32x6	32x6 D
*Larrabee 60	3	3980	Con 18 R	6	4 x4½	38.4	Pb	Zen	Gra	Rem	Br-L	U	4	Tim	Wo	5.35	4	D	195	7140	34x7	34x7 D
*Larrabee 70	3½	4600	Con 20 R	6	4½x4¾	—	Pb	Zen	Gra	Rem	Br-L	C	7	Tim	Wo	9.5	4	D	205	7740	34x7	34x7 D
Mack A B	1½	3000	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	146½	5350	36x4	36x3½ D
Mack A B	1½	3450	Own	4	4 x5	25.6	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.8	R	D	or	5650	36x4	36x6
Mack A B	2	3300	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	34.44	D	R	164½	5450	36x4	36x3½ D
Mack A B	2	3750	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	D R	36.38	R	D	on all	5800	36x4	36x6
Mack A B	2½	3400	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	U	4	Own	Ch	43.02	D	R	these	5500	36x4	36x4 D
Mack A B	3	3850	Own	4	4¼x5	28.9	Sp	Str	Gra	Spf	Own	J	4	Own	D R	44.9	R	D	models	5950	36x4	36x8
Mack A C	3½	4950	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	48.37	Js	R	156	9100	36x5	40x5, 40x10 S
Mack A C	5	5500	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Own	J	4	Own	Ch	53.31	Js	R	168 or	9550	36x6	40x6 D
Mack A C	7½	6000	Own	4	5 x6	40.0	Sp	Str	Gra	Spf	Br-L 35	U	4	Own	Ch	67.38	Js	R	180	10050	36x7	40x7 D
Mack B B	1½	3500	Own	4	4¼x5	28.9	P&S	Str	E	N E	Own	U	4	Own	S R	*23.81	4	D	165½	6450	32x6	32x6 D
*Mack A B	1½–2	3000	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*34.4	R	D	146½	5400	36x4	36x6 S
Mack A B	2½–3	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*43.9	R	D	146½	5650	36x4	36x8 S
Mack B J	3–4	5800	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	*22.40	4	D	168½	8950	36x8	36x8 D
Mack A K	3½–5	4850	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	C	4	Own	D R	*45.3	4	D	162	8900	36x5	36x5 D
Mack A C	3½–5	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*48.4	Js	R	156	9100	36x5	40x10 S
Mack A C	5½–7	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*57.41	Js	R	156	9550	36x6	40x12 S
Mack A C	7½	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*67.1	Js	R	156	10050	36x7	40x14 S
Mack A B Tractor	5–6	3400	Own	4	4¼x5	28.9	P&S	Str	Gra	Spf	Own	U	4	Own	Ch	*51.1	D	R	122½	5700	36x4	36x8 S
Mack A C Tractor	7–10	4950	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*58.00	Js	R	128	9150	34x5	36x5 D
Mack A C Tractor	11–14	5500	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*62.2	Js	R	128	9600	34x6	36x6 D
Mack A C Tractor	15 Pas	6000	Own	4	5 x6	40.0	P&S	Str	Gra	Spf	Own	J	4	Own	Ch	*73.5	Js	R	128	9950	34x7	36x7 D
Mack A B Bus C T	15 Pas	4650	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	196	7200	Opt.	Opt.
Mack A B Bus C T	29 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	225¼	7300	Opt.	Opt.
**†Mack A B Bus	25 Pas	6195	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	196	8545	34x7	34x7 D
**†Mack A B Bus	29 Pas	6295	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	None		—	Own	D R	—	—	—	225¼	8545	34x7	34x7 D
Mack A B Parlor Car	25 Pas	4750	Own	4	4¼x5	28.9	P&S	Str	Vac	N E	Own	U	4	Own	D R	—	R	D	230½	7340	Opt.	Opt.
Mack A L Bus C T	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
Mack A L	29 Pas	6500	Own	6	4¼x5	43.3	P&S	Str	E	N E	Own	C	4	Own	D R	—	4	D	233	9000	34x7	34x7 D
**†Mack A L	29 Pas	8436	Own	6	4¼x5	43.3	P&S	Str	E	N E	None		—	Own	D R	—	—	—	233	11520	34x7	34x7 D
Moreland R R-6	1½–2	1850	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 54000 H	Sp	32.95	4	D	158½	4000	32x6	32x6
Moreland B-6	2–2½	2200	Con 16-C	6	3⅜x4⅝	27.3	Pb	Zen	P	Aut	Br-L 35	U	4	Tim 63721 H	Wo	34.8	4	D	158½	4500	36x5 S	36x6 S
Moreland E-6	2½–3	3700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	4	Tim 65000 H	Wo	34.8	*4	D	182	6000	34x7	34x7 D
Moreland Ex. 6	3½–4	3750	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Tim 65704 N	Wo	46.0	*4	D	182	6500	36x4 S	36x8 S
Moreland E D-6	5	4700	Her W X C	6	4 x4½	38.4	Pb	Zen	P	Aut	Br-L 51	U	5	Own	Wo	52.2	*4	D	196	8500	36x8	36x8
Moreland H-6	5	4990	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 55	C	7	Tim 66702 W	Wo	82.3	*R	D	196	8000	36x5 S	36x10 S
Moreland H D S-6	6	5300	Her Y X C	6	4⅜x4¾	45.9	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	81.6	*4	D	221	10500	36x6 S	36x8
Moreland S D-6	10	6950	Her YXC 2	6	4½x4¾	48.6	Pb	Zen	P	Aut	Br-L 60	C	7	Own	Wo	89.0	*4	D	220	11500	36x7 S	36x10 S
Moreland T T-6	10	8600	Con 15-H	6	4½x5¾	48.6	Pw	Str	P	Aut	Br-L 70	C	7	Own	Wo	98.5	*4	D	221	12500	36x7 S	36x10
*Fleet Arrow F A-1	1½–2	2450	Own F A	6	3½x5	29.5	Pb	Str	A P	Rem	Own	U	3	Own	Sp	33.3	4	Tr	140	3950	32x6.00	34x7
†Pierce-Arrow F A-1	1½–2	2450	Own	6	3½x5	29.4	Pw	Str	P F	Del	Own	U	3	Tim	St	21.4	4	Tr	140	4100	32x6	32x6 D
†Pierce-Arrow X A-1	2	3500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	44.2	D	R	150	6750	36x4	36x5 D S
*Pierce-Arrow X B-1	3	3750	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	4	Own	Wo	48.1	D	R	150	6830	36x5	36x5 D S
*Pierce-Arrow H B-1	5	4500	Own	4	4 x5½	25.6	Pw	Str	Pre	Del	Own	C	7	Own	Wo	95.0	D	R	156	8400	36x5	36x6 D S
*†Pierce-Arrow W C-1	4	5100	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	41.5	D	R	162	8780	36x5	36x6 D S
*†Pierce-Arrow R D-1	5	5400	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	40.5	D	R	162	9440	36x6	36x7 D S
*†Pierce-Arrow R F-1	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	168	10320	36x6	40x8 D S
†Pierce-Arrow R F-T	7½	5600	Own	4	4½x6¾	32.4	Pw	Str	Pre	Del	Own	C	4	Own	Wo	51.9	D	R	132	940	36x6	36x8 D S
*Republic 75-4	1¼	1395	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	124	3000	30x5	30x5
*Republic 76-4	1½	1575	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	21.3	R	R	146	3350	30x5	30x5
Republic 85	2	2095	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	R	155	4250	30x5	30x5 D
Republic 88	2	1945	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	26.5	R	R	110	3350	30x5	30x5 D
Republic 50	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	25.5	R	D	143	4100	30x5	30x5 D
Republic 58	2½	2495	Lyc C 4	4	4 x5	25.6	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	27.5	R	D	122	4300	32x6	32x6 D
†Republic 60-61	2½	2985	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Aut	Ful	U	3	Eat	St	22.0	R	D	151	4600	32x6	32x6 D
Republic 65	3	3695	Lyc T S	6	3⅞x5	36.2	Pb	Zen	Vac	Aut	Ful	U	4	Eat	D R	36.0	4	D	179	6100	34x7	34x7 D
Republic 15W	2	2545	Wak V	4	4 x5	25.6	Pw	Zen	Vac	A B	Ful	U	3	Eat	Int	28.8	D	R	153	4200	34x4 S	34x7 S
†Republic 25W-25WRB	3	3390	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	40.3	D	R	165	5800	36x5 S	36x10 S
Republic 30W-30WB	4½	4185	Wak C U	4	4⅜x5¾	30.6	Pb	Zen	Vac	A B	Ful	U	4	Eat	Int	49.2	D	R	156	6700	36x5 S	36x12 S
Reo Speedwagon Jr.	½	895	Con	6	3⅜x5	27.3	P&S	Sch	Vac	Rem	W-G	U	3	Sal	Sp	14.63	4	Tr	115	....	28x5.25 B	28x5.25 B
*Reo Speedwag'n Ton'r	1	995	Con	6	3⅜x4	27.3	P&S	Sch	Vac	Rem	W-G	U	3	Own	Sp	18.478	4	Tr	123	....	30x5	30x5
Reo General Utility	1½	1345	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	156	....	32x6	32x6
Reo St'd Speedwagon	1½	1245	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	22.96	4	Tr	147	....	32x6	32x6
Reo Mast. Speedwagon	2	1545	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	37.62	4	Tr	152	....	30x5	30x5 D
Reo H. D. Speedwagon	3	1985	Own	6	3 3/16x5	24.3	P&S	Sch	Vac	Rem	Own	U	4	Own	Sp	41.05	4	Tr	163	....	32x6	32x6 D
Rugby Lt. Dely Panel	½	*775	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	14.79	4	4	107	2325f	28x4.75	28x4.75
Rugby Fast Mail Panel	¾	*975	Con	6	2⅞x4¾	19.8	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.79	4	4	110	2600f	29x5	29x5
Rugby Express	1¼	975	Con	6	2¾x4¾	18.2	Pb	Til	Vac	Aut	Own	C	4	Own	Sp	22.4	4	4	128	2530	30x5	30x5
Rugby Mod X	1¼	680	Con	4	3⅜x4¼	18.2	Pb	Til	Vac	Aut	Own	C	3	Own	Sp	24.16	4	4	124	2175	29x5	30x5
Ruggles 18	1¼	1388	Lyc C T	4	3¾x5	22.5	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 18	1¼	1495	Lyc S G	6	3¼x4½	25.3	Pb	Zen	Vac	Rem	Br-L 20B	U	3	Col 3400	St	15.7	R	R	134	3000	30x5	30x5
Ruggles 22	1½	2045	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 31	U	3	Col 5300	St	24.5	R	R	152	3600	32x6	32x6
Ruggles 30	1½	2047	Lyc 4 S G	6	3¼x4½	25.3	Pb	Str	Vac	Rem	Br-L 31	U	3	Eat 1504	St	29.7	R	R	160	4250	32x6	32x6 D
Ruggles 22 H	2	2345	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	152	3900	32x6	34x7
Ruggles 25	2	2662	Lyc T F	6	3⅝x5	31.5	Pb	Zen	Vac	Rem	Br-L 35	U	4	Wis 4600	D R	29.4	R	R	158	4000	32x6	34x7

* See special notations. † See special notations.

(KEY TO ABBREVIATIONS AND TABLE CONTINUED ON NEXT PAGE)

RUSSELL HEADS ASS'N AT GREENVILLE, MISS.

Greenville, Miss., Feb. 12.—The Greenville Automobile Association has been organized in this big city of the delta. Organization meeting took place at Hotel Roslyn.

J. F. Russell of the Russell Motor Company was elected president and Paul Foster of the Foster Motor Company, secretary-treasurer. Greenville is one of the cities that was under water for months after the spring flood of 1927, but in all lines of business it is now one of the livest points along the Mississippi River.

TIRE FIRMS CONSOLIDATE

Canton, O., Feb. 12.—The Credit Tire Company has consolidated its business with that of the Stark Tire and Supply Company in the Moose Building. They will handle tires and tubes and will maintain a service department. Otto Freitag has been selected general manager of the new firm.

MASON TIRE COMPANY NOW REORGANIZED

Kent, O., Feb. 12.—The bondholders of the Mason Tire and Rubber Company have taken over all of the properties of the Mason Company. They have completed their reorganization under the firm name of the Mason Tire and Rubber Corporation. It is stated that Mason tires will be ready for the market on, or before, March 1, and that the Kent plant will be put into operation at once.

The company will concentrate its efforts on one line of high quality tires only, and will sell its product on an exclusive distributor basis. A new policy has been established by the new organization, and will be followed to the letter. The vacillating policy of the old Mason Company is a thing of the past, says Henry Garrison Keller, president of the new company.

RICHMOND AUTO SUPPLY CAPITALIZED AT $50,000

Bayonne, N. J., Feb. 12.—The Richmond Auto and Radio Supply Stores has been granted a state charter and is authorized to capitalize at $50,000. The concern will be located at 473 Broadway and is directed by Harry Bolstein of Bayonne, president; Clement J. Nisslein, James A. Pickering and Max Bolstein, all of Richmond, S. I. The concern will sell accessories for automobiles and radio.

Major Specifications and Mechanical Details of 1928 Commercial Car Built in the United States

(CONTINUED FROM PRECEDING PAGE)

Make and Model	Capacity—tons	Chassis price	Engine	No. of Cyl.	Bore and Stroke	Tax H. P.	Oil System	Carburetor	Fuel Feed	Ignit. System	Gearset	Location	No. Spds. for.	Rear Axle	Final Drive	Reduction in Low	Brakes, foot	Brakes, hand	Standard Wheel Base	Chassis Weight	Standard Tire Sizes Front	Rear
Ruggles 42	3½	2565	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 6600 B	D R	37.4	R	R	152	4300	34x4 S	34x8 S
Ruggles 45	3	3195	Her Ox	4	4 x5	25.6	Pb	Zen	Gra	A B	Br-L 35	U	4	Wis 8800 B	D R	42.0	R	R	148	5200	36x5 S	36x10 S
Standard 2½ K	2½-3½	3200	Con K-4	4	4¼x5¼	27.2	Pb	Str	Vac	Aut	Br-L 35	C	4	Tim 65600	Sp Wo	34.8	R	D	147	5400	36x5 S	36x8 S
Standard 3½ K	3½-5	4350	Con L-4	4	4½x5½	32.4	Pb	Str	Vac	Aut	Br-L 55	C	7	Tim 66700	Sp Wo	83.0	R	D	160	7485	36x5 S	36x12 S
Standard 5 K	5-7	5250	Con B-5	4	4¾x6	36.1	Pb	Str	Vac	Aut	Br-L 60	C	7	Tim 68700	Sp Wo	83.6	R	D	164	8700	36x6 S	40x14 S
*Stewart Buddy 21	¾	895	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Gra	Rem	W-G	U	3	Sal	Sp	30.0	R	D	118	2690	30x5.50	30x5.50
*Stewart Buddy 21 X	1	985	Lyc W S G	6	2⅞x4¾	19.8	Pb	Str	Vac	Rem	W-G	U	3	Sal	Sp	30.0	4	D	128	2750	30x5	30x5
*Stewart 16	1¼	1295	Lyc C T	4	3⅜x5	22.5	Pb	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3175	32x6	32x6
*Stewart 16 X	1¼	1295	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	3	Cla	Sp	24.0	4	D	130	3175	32x6	32x6
*Stewart 24	1½	1645	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3850	30x5	30x5 D
*Stewart 24 X	1½	1645	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Cla	Sp	27.3	4	D	145	3850	30x5	30x5 D
*Stewart 25	2	1975	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4075	32x6	35x7
*Stewart 25 X	2	1975	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	27.3	4	D	145	4075	32x6	32x7
*Stewart 25 W	2	2095	Lyc C 4 W	4	4 x5	25.6	Pb	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	146	4175	32x6	34x7
*Stewart 25 X W	2	2095	Lyc 4 S L	6	3¼x4½	25.3	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	145	4175	32x6	32x7
Stewart 26 X	2	2190	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Sp	29.0	4	D	165	5000	32x6	32x6 D
Stewart 26 X W	2	2290	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5150	32x6	32x6 D
*Stewart 18 X	2½	2690	Lyc T	6	3⅝x5	31.5	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	29.0	4	D	165	5800	32x6	32x6 D
*Stewart 19 X	3	3490	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	4	Tim	Wo	34.8	4	D	165	6400	36x5	36x10
*Stewart 22 X	4	4200	Lyc F	6	3⅞x5	36.2	Pw	Str	Vac	Rem	Ful	U	12	Tim	Wo	34.8	4	D	165	7500	36x5	36x12
Studebaker G D-N	1	1075	Own	6	3⅜x4½	27.3	P C	Str	P	Rem	Own	U	3	Own	Sp	13.7	4	Js	140	2860	30x5	30x5
Studebaker "77" Jr.	2½	2580	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	158	....	20x6.75 B	20x6.75 B
Studebaker "76" Spec.	3	2775	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	3	Eat	Sp	19.8	4	Js	184	....	20x7.50 B	20x7.50
Studebaker "75" H. D.	3½	3275	Own	8	3½x4⅜	39.2	P C	Str	P	Rem	Ful	U	4	Eat	Sp	24.6	4	Js	184	....	20x7.50 B	20x7.50
Stud. Ersk. Mod. 52-B	½	675	Con 9 F	6	2¾x4½	18.0	P C	Sch	Vac	Rem	W-G	U	3	Tim	Sp	15.6	4	Js	109	....	30x5.00	30x5.00
Velie 33	¾	1165	Own 56	6	3⅛x4½	24.5	Pw	Str	Vac	Aut	W-G	U	3	Own ½	Sp	4.9	4	Tr	112	2352	30x5.25	30x5.25
Velie 40	1½	1595	Own 40	6	3⅛x4⅝	24.4	Pw	Str	Vac	Rem	W-G	U	3	Col ½	Sp	6.5	4	Tr	148	4198	32x6.75 B	32x6.75 B
Victor 30	1¼	1595	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	131	3000	30x5	30x5
Victor 35	1½	1895	Con	6	3⅜x4	27.3	Pb	Zen	Vac	Rem	Cov	U	3	Tim	Sp	—	4	D	144	3200	30x5	30x5 D
Victor 40	2	2195	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4300	32x6	34x7
Victor 45	2½	2495	Her	6	3¾x4½	33.7	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	148	4500	32x6	32x6 D
Victor 70	3	3495	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	5800	34x7	40x8
Victor 75	3½	3895	Her	6	4 x4½	38.4	Pb	Zen	Vac	Rem	Ful	U	4	Wis	D R	—	4	D	162	6000	34x7	34x7 D
Whippet 96	½	365	Own 96 A	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	15.84	4-	R	103¼	1469	28x4.75	28x4.75
Whippet 96 A	½	365	Own 96 A	4	3⅛x4⅜	15.6	Pb	Til	Vac	Aut	Own	U	3	Own	Sp	14.75	4	R	103¼	1526	28x4.75	28x4.75
†White 15 B	1	1545	Own G K A	4	3⅜x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	Sp	18.6	R	R	133½	3242	30x5	30x5
†White 57	1¼	2725	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	L-N	Own	U	4	Own	Sp	19.3	R	R	146	3774	32x6	32x6
†White 20-A	1½	2125	Own G K A	4	3⅜x5⅛	22.5	C S	Zen	Vac	L-N	Own	C	4	Own	D R	32.1	R	R	145½	4412	34x5	34x5 D P
†White 56	2	3125	Own G R C	4	4 x5¾	25.6	Pw	Zen	Vac	Mag	Own	U	4	Own	Sp	26.1	R	D	165	5157	36x4 S	36x7 S
†White 51-A	2½	3750	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	35.5	R	D	170	6256	36x5 S	36x8 S
†White 55	3½	4650	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	50.4	D	R	174	8402	36x5 S	40x5 S D
†White 52-T	3½	4700	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	I G	58.4	D	R	129½	8126	36x5 S	40x5 S D
†White 52	5	5100	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	5	Own	I G	91.9	D	R	174	9184	36x6 S	40x12 S
†*White 58	3	4400	Own G R B	4	4¼x5¾	28.9	Pw	Zen	Vac	Mag	Own	U	4	Own	I G	49.5	D	A	180	7400	36x5 S	36x5 S D
*†White 50B 25-29 Pas.	—	5350	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	19.3	R	D	198	6494	34x7	34x7 D
*†White 53 18-21 Pass.	—	4250	Own G R B	4	4¼x5¾	28.9	Pb	Zen	Vac	Mag	Own	U	4	Own	Sp	18.1	R	D	180	6000	34x7.50B	34x7.50DB
*†White 54 25-29 Pass.	—	7500	Own 1 A 1	6	4⅜x5¾	45.9	Pw	Zen	Aut-P	L-N	Own	U	4	Own	Sp	23.0	4	D	227	7915	38x9.00B	38x9.00DB
White 60	1	1850	Own 2 A	6	3½x4½	29.4	Pw	Zen	Vac	Rem	Own	U	3	Own	Sp	17.5	*4	D	138	3738	30x5	32x6
Willys-Knight 15	1½	1545	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	134	3300	30x5	32x6
Willys-Knight 16	1½	1595	Own K G T	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful D U	U	3	Eat 1002	Sp	24.3	4	R	151	3400	30x5	32x6
Willys-Knight 20	2	1945	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	150	3800	32x6	34x7
Willys-Knight 21	2	1995	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful D U	U	3	Eat 1504	Sp	28.4	4	R	164	3900	32x6	34x7
Willys-Knight 25	2½	2545	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	150	4920	32x6	32x6 D
Willys-Knight 26	2½	2595	Own K G T	6	3⅜x4¾	27.3	Pw	Til	Vac	Aut	Ful G U	U	4	Wis 6617 B	D R	30.4	4	R	164	5020	32x6	32x6 D
Willys-Overl'd T 101	1	....	Own W K	6	2⅛x3⅞	20.7	Pb	Til	Vac	Aut	Ful WO	U	4	Clark B 364	Sp	33.5	4	R	131	2700	30x5	30x5
Willys-Knight T 103	1	....	Own Pop't	6	3⅛x3⅞	23.4	Pb	Til	Vac	Aut	Ful WO	U	4	Clark B 364	Sp	33.5	4	R	131	2600	30x5	30x7

GENERAL NOTATIONS

*†**REFERENCE MARKS** apply to individual lines only and explanations are given under the subdivision for each company in the **"SPECIAL NOTATIONS."**

CAPACITIES given in this table are in tons or fractions of tons. Bus capacities are given in number of passengers. *On GMC Line shows maximum allowable gross weight.

TIRE EQUIPMENT where not otherwise indicated is solid.

WHEEL BASES given are standard, but optional wheel bases are available in many cases.

ENGINE—Bud, Buda; Con, Continental; Her, Hercules; Kgt, Knight; Lyc, Lycoming; Wak, Waukesha; Wis, Wisconsin.

LUBRICATION—Pb, pressure lubrication to main and connecting rod bearings; Pw, full pressure lubrication to all bearings, including wrist-pins; P&S, pressure with splash; CS, circulating splash. Sp, Splash.

CARBURETOR—Car, Carter; Hol, Holley; Joh, Johnson; Mar, Marvel; Sch, Wheeler-Schebler; Str, Stromberg; Stw, Detroit lubricator; Til, Tillotson; Zen, Zenith-Detroit.

FUEL FEED—Gra, Gravity; Pre, Pressure; Vac, Vacuum tank; P, Fuel pump Auto-P, Auto pulse; E, Electric pump.

IGNITION—AB, American-Bosch; Aut, Electric Auto-Lite; Apo, Apollo; Del, Dayton Engine Laboratory; Eis, Eisemann; L-N, Leece-Neville; N-E, North East; RB, Robert Bosch; Rem, Delco-Remy; Spf, Splitdorf.

TRANSMISSION—Br L, Brown-Lipe; Cov, Covert; Ful, Fuller; Mec, Mechanics Machine; Mun, Muncie; W-G Warner Gear.

LOCATION—C, Center, Amid; U, in unit with engine. J, Jackshaft.

REAR AXLE—Cla, Clark Equipment; Col, Columbia; Eat, Eaton; Sal, Salisbury; Tim, Timken; Wis, Wisconsin.

FINAL DRIVE—St, Straight bevel; Sp, Spiral Bevel; Wo, Worm; DR, Double Reduction; Ch, Chain; IG, Internal Gear.

BRAKES—Js, Jackshaft; R, Rear wheels; D, Drive Shaft; 4, Four-wheel; Tr, Transmission; W, Westinghouse air brake.

TIRES—B, Balloon; D, Dual; S, Solid.

SPECIAL NOTES

AMERICAN-LA FRANCE

**On Model W—This model is also available with worm drive axle.

AUTOCAR

†Engines in these models are located under the driver's seat.

DURANT LINE

*Price includes panel body.

G. M. C. LINE

*Capacity given in all cases is maximum allowable total gross weight, including chassis, cab, body and load.

Model T-19 is available in six standard types with different tire and wheel equipment. Each has a specified straight rating capacity. Three types have 127¾-inch wheel base and three have 145¾-inch wheel base.

Model T-30 is built in nine types, varying in capacity, tire and wheel equipment on three wheel bases—136, 152, 164 inches.

Model T-42 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—136, 152, 164, 175 inches.

Model T-60 is built in twelve types, varying in capacity, tire and wheel equipment on four wheel bases—140, 160, 180, 200 inches.

Model K-102 is also built as type 6002 with the same specifications except on 184-inch wheel bases. Price $4,350.

FLEET-ARROW LINE

*Model F. A. 1 is also available as Model F. A. 2, at $2,500 on wheel base of 160 inches, weight 3,975 lbs., and as Model F. A. 3, at $2,550, with seven speed transmission, on 180-inch wheel base, weight 3,985 lbs.

HAHN LINE

*Model 24 also available as Model 26, priced $1,495, on 144-inch wheel base, with Buda H. S. engine, 6-cyl. 3⅜x4½ inches rated 27.3 h. p., weight 3,200 lbs.

*Model 34 also available as Model 36, with Buda H. S. 6 engine (described above), weight 3,850 lbs.

*Model 44 also available as Model 46, priced $2,410, on 156-inch wheel base, with Buda H. S. 6 engine, as in Model 26, weight 4,200 lbs.

†Model 56 also available on 171-inch wheel base.

INTERNATIONAL HARVESTER LINE

*Model HS-54 also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

*Model HS-54-C also available in the following wheel bases, 130-inch tractor, 170, 185 and 200-inch.

†Frame is reinforced with inserted channels in each side rail, extending from dash to rear end.

*Model HS-74 also available in the following wheel bases, 144-inch tractor, 185, 210 and 235-inch.

*Models HS-74-C and HS-104-C also available in the following wheel bases, 146-inch tractor, 185, 210 and 235-inch.

All Model HS heavy-duty International truck models are equipped with built-in vibration dampered clutches.

LARRABEE

*Note—Bevel gear, worm or double reduction drive rear axle available in models 40 and 50. Bevel or double reduction axles available in 30. Worm or double reduction axles in 60 and 70. Three or more wheel bases in each model. All Larrabee models have hydraulic brakes; 40 up have vacuum booster.

MACK LINE

*Model AB, 1½ to 2 ton model, also available with double reduction rear axle; priced $3,450.

*Model AB, 2½ to 3 ton model, also available with double reduction rear axle; priced $3,850.

CT—City type bus.

P—Parlor type bus.

†Gas electric drive.

**Equipped with electric brakes on rear wheels and hand brake on drive shaft.

PIERCE-ARROW LINE

*Model FA1 also available as Model FA2, at $2,500 on 160-inch wheel base, weight 4,150 lbs., and also as Model FA3, at $2,550 on 180-inch wheel base, weight 4,200 lbs.

*Model XA1 also available as Model XA2, at $3,550 on 162-inch wheel base, weight 6,800 lbs.

*Model XB1 is also available as Model XB2, at $3,800 on 180-inch wheel base, weight 6,900 lbs.

*Model HB1 is also available as Model HB2, at $4,550 on 180-inch wheel base, weight 8,500 lbs., and also as Model HB3, at $4,600 on 198-inch wheel base, weight 8,700 lbs.

*Model WC1 is also available as Model WC2, at $5,150 on 180-inch wheel base, weight 8,950 lbs., and also as Model WC3, at $5,250 on 198-inch wheel base, weight, 9,050 lbs.

*Model RD1 is also available as Model RD2, at $5,450 on 180-inch wheel base, weight 9,650 lbs., and also as Model RD3, at $5,500 on 198-inch wheel base, weight 9,750 lbs.

*Model RF1 is also available as Model RF2, at $5,650 on 204-inch wheel base, weight 10,500 lbs.

†Seven-speed transmission also available.

REPUBLIC LINE

*Model 75-4, also available as Model 75-6, priced $1,495, on 128-inch wheel base, with Lycoming 4SL engine, 6-cyl. 3¼ by 4½ inches, rated 25.3 h. p., weight 3,150 lbs.

*Model 76-4, also available as Model 76-6, priced $1,675, on 150-inch wheel base, with Lycoming 4SL engine, as in Model 75-6, weight 3,500 lbs.

†Model 60-61, also available with four-wheel brakes, $3,155.

**Model 62, same as 60-61, on 171-inch wheel base, $3,040.

†Model 25W—25WRB available with four wheel brakes.

**Model 66, same as $6, on 200-inch wheel base, $3,750.

**Model 25W, 25WB and 25WBR also available in 3½-ton capacities as Models S25W, S25WB and S25WRB on wheel bases of 165, 156 and 124 inches, priced $3,695.

**Models 35 and 35B also available in 5-ton capacities on wheel bases of 170 and 157 inches, priced $5,145.

**Model 85 also available on Model 86 on 170-inch wheel base, price $2,150.

**Model 50-51 also available as Model 51 on 170-inch wheel base.

REO LINE

*Tonner in wheel base, 123, 138; 1¼ in wheel base, 137, 156, 152; 2 in. wheel base, 152, 168, 3 in. wheel base, 163, 179, 124.

STEWART LINE

*Buddy ¾-ton can be equipped with 4 wheel brakes.

*Buddy 1-ton can be supplied in 138-inch wheel base.

*Models 16 and 16X can be supplied in 145-inch and 160-inch wheel base.

*Models 24 and 24X can be supplied in 132 and 160-inch wheel base.

*Models 25, 25W, 25X and 25XW can be supplied with dual 32x6 tires, also 160-inch wheel base.

*Model 26X and 26XW can be supplied in 148 and 190-inch wheel base.

*Model 18X can be supplied in 148 and 190-inch wheel base.

*Models 19X and 22X can be supplied in 148, 172, 190 and 220-inch wheel base.

WHITE LINE

*Bus Model 53 is equipped with Booster Brakes and 50B and 54 with air brakes. Model 58 with air brakes as optional equipment.

Model 60 gross weight capacity, with 32x6 tires, 8,000 lbs.; 34x7.50 balloon tires optional at extra cost.

†Supplied in optional wheel bases.

FORD LINE

*Rear axle ratios of 5.1 to 1 and 7.25 to 1 are also available.

Financial News of the Automotive Industry

GABRIEL PROFITS OF '28 USED IN DEVELOPMENT OF NEW SHOCK ABSORBERS

Cleveland, Feb. 12.—The entire cost of development of the new Triple Hydraulic shock absorber perfected and introduced by the Gabriel Snubber Manufacturing Company during 1928, together with expenditures for new machinery, tools and equipment required in its production, was taken care of out of 1928 net profits of $327,976.23. This is the statement of George H. Ralls, president of the company, in transmitting the 1928 financial statement to Gabriel stockholders.

No dividends were paid by the Gabriel company in 1928, because of the expressed desire of the directors to conserve the companys' resources for development and production of the new hydraulic shock absorber.

The report lists current assets of $1,899,594, compared with current liabilities of $241,920.94. The largest item of current assets consists of United States government securities carried on the company's books at cost price, $1,642,461.26. This represents an increase of $136,023.76 in government securities owned by the company, as compared with 1927. Surplus from operations of $1,020,307.02 is shown, an increase in this item of $308,458.95 over the same item in the 1927 report, and total surplus is listed as $1,550,090.31.

W. J. PARKER ANNOUNCES NEW QUARTERS IN N. Y.

New York, Feb. 12.—Opening of larger quarters at 7 East 44th St., with an increased staff to organize and direct trade associations, is announced by W. J. Parker, organizer and director of trade associations and commissioner of the Asbestos Brake Lining Association and the National Battery Manufacturers Association. Mr. Parker announces that he is prepared to manage additional associations or to represent an organized group desiring an Eastern representative.

AUBURN AUTOMOBILE CO. PAYS $1,282,000 CASH DIVIDENDS IN 4 YEARS

Auburn, Ind., Feb. 12.—Auburn Automobile Company has paid during the approximate four-year period ended November 30, 1928, more than $1,282,000 in cash dividends, equal to more than the combined par value of the preferred and common stocks outstanding at the beginning of that period. Surplus available for dividends has increased more than $1,975,000 after charging off good will in the sum of $634,027.10. Of the outstanding common stock at November 30, 1928, aggregating 141,450 shares of no par value, 47,991 shares have been issued as stock dividends.

Net tangible book value for shares of stock outstanding has increased from $52.39 at January 1, 1924, to $69.42 at November 30, 1928.

The ratio of current assets to current liabilities has increased from $2.78 to 1 at January 1, 1924, to $3.60 to 1 at November 30, 1928, after including total funded debt due October 1, 1929, with current liabilities at the latter balance sheet date.

Cash or its equivalent per share outstanding at January 1, 1924, was $5.21. At November 30, 1928, the corresponding value was $34.50 per share, according to statement made by E. L. Cord, president, today.

SPARKS

(Continued from Page 2)

indicate unmistakably that there is room for some expert knowledge in the matter of acquiring and equipping airports. The new office of airport engineer will call for the services of a man who can see considerably farther ahead than some of the men responsible for present sites and facilities.

of acquiring and equiping airports. The new office of airport engineer will call for the services of a man who can see considerably further ahead than some of the men responsible for present sites and facilities.

* * *

Another legislative consideration renews the possibility of creating a separate court in Detroit, with two judges, which shall occupy its deliberations solely with the traffic cases. A bill looking to the creation of such a special tribunal will be debated at the present session of the state Legislature.

There is need for more nearly adequate machinery for handling traffic matters in the city courts. The police commissioner recognizes this, and indeed every student of traffic conditions in Detroit is fully aware of the need. Congestion and the evils that inevitably attend it are notable.

The city's violation bureau is not functioning to entire satisfaction, and the proposed bill includes placing this office under the jurisdiction of the new court to be created if the bill passes. Continuity of policy and a uniform administration of the traffic laws in earnest would result in more speedy hearings, with the result that testimony would be more nearly reliable, because it would be fresher in the minds of witnesses, and that offenders would be punished promptly and adequately.

* * *

A village blacksmith up in the neighboring state of Wisconsin had a car that would not start. Instead of reverting to type and building a fire under it, he just naturally picked up the "heavy sledge" and wrecked the car teetotally.

It happened as an incident that he still owed $150 on the car, and, of course, it is very wrong to lose one's temper. But who has not felt coursing through his every vein a strong inclination to pick up the handiest heavy object and wreck the balky car, regardless of the futility of such a satisfying course?

* * *

Constant effort is being made to improve transportation facilities between the United States and Canada. Michigan is being asked to provide a paved highway to the Straits of Mackinac that will serve the central and the eastern section of the state, including the volume of tourist traffic that originates at Detroit. Program includes the construction of 150 miles inside of three years, and one of the active advocates of the project is C. Harold Wills, a not altogether unknown resident of Marysville, Mich. Mr. Wills has offered to make donation of a 150-foot right of way in his section of the state.

RANGE OF AUTOMOTIVE STOCKS

NEW YORK STOCK EXCHANGE

Previous. 1929 High	Previous. 1929 Low	Div.		Sales	High	Low	Close	Net Change
74½	48	....	Advance Rumely	4,000	62	56¾	60¼	+ 4¼
73¾	58½	....	do pf	700	60	59¼	60	+ 1½
11¼	9⅛	....	Ajax Rubber	2,000	9½	9¼	9⅜	+ ⅛
194	175	7	Allis-Chalmers	200	180	179	180	+ 2½
47⅛	40⅝	....	Am. Bosch Magneto	2,600	42	41½	41⅞	+ 1⅛
8⅜	6½	....	Am.-La France	1,300	6¾	6⅝	6¾	+ ⅛
63½	49	....	Briggs Mfg. Co.	20,700	51⅞	49½	51⅝	+ 2¼
73⅜	64⅛	3	Brockway Motor	1,100	65	64¾	65	+ ⅞
35⅝	29¾	....	Chicago Pneu. Tool	100	32	32	32	+ 2
36	31	3	Chicago Yellow Cab	30	32	32	32	....
135	99¾	3	Chrysler Corp.	129,000	105	99¾	104½	+ 2¾
28⅝	19⅛	.80	Continental Motors	16,800	23⅝	22⅛	23¼	+ ⅝
76⅝	61	3	Eaton Axle & Spring	4,800	70⅝	68⅝	70½	+ 1
170	134⅛	4	Electric Auto-Lite	39,300	159	150	159	+ 1¼
92⅜	83½	5	Electric Stor. Battery	2,900	86⅝	85	86⅝	+ 1⅝
22½	10⅝	....	Emerson-Brant A	3,700	21¼	20	20⅝	— ⅝
13	4	....	do B	300	12⅝	12	12	— 1
22⅝	18	.80	Federal Motors	1,500	19⅝	19	19⅝	+ ⅝
13	11⅛	.64	Fifth Avenue Bus	10	11½	11⅛	11⅛	— 1⅛
20⅛	15⅞	....	Fisk Rubber	5,000	17	16⅜	16⅝	+ ⅛
33⅜	24	....	Gabriel Snubber	4,200	29⅛	28⅛	29⅛	+ ⅛
25	15	....	Gardner Motor	6,200	18⅝	17½	18	+ ⅜
86	78	3	General Motors	90,000	82⅝	80⅝	82⅛	+ 1⅜
126⅛	124¾	7	do 7s pf	500	126	126	126	+ ⅝
44½	36⅛	1.50	Glidden Co.	4,200	40⅞	40	40⅝	+ ⅜
105	103½	7	do pf	40	104½	104½	104½	....
105⅝	89¾	4	Goodrich Co.	6,400	94⅝	90⅛	94½	+ 3
115	113	7	do pf	100	115	115	115	....
140	116	....	Goodyear T. & R.	24,900	128½	120⅛	128	+ 16
103⅜	102	7	do pf	300	103¾	103	103	— ½
54	45	....	Graham-Paige Motor	5,500	48½	45⅞	48⅛	+ 2½
93	84	5	Hudson Motor Car	9,500	86½	84¼	86½	+ 2
82	73½	2	Hupp Motor Car	11,800	75⅝	73¼	75⅝	+ 2⅛
14¼	10⅝	....	Intercon. Rubber	300	11⅛	11	11	+ ¼
115	92¾	2.50	International Harvester	9,900	107	101⅛	107	+ 5⅝
145	142	7	do pf	100	142	142	142	....
242⅞	180½	3	Johns-Manville	28,700	214⅝	205	213	+ 6
16½	12	....	Jordan Motor Car	200	13	12	13	+ ⅝
24	19¼	....	Kelly-Springfield	5,100	20	19¼	19⅝	+ ⅛
94⅞	87	....	do 8s pf	100	87	87	87	— 1
61⅝	47¾	2	Kelsey-Hayes Wheel	7,900	59⅜	56	58¾	— 3⅛
25	20⅛	....	Lee Rubber & Tire	1,000	21	20¼	21	— ⅛
114¾	104	6	Mack Trucks	7,200	109	107¼	109	+ 1
84	68¼	4	Marmon Motor	600	69	69	69	— 1
34⅞	27¼	....	Mengel	3,100	29	27¼	29	+ 1½
28⅜	22½	....	Miller Rubber	200	24	24	24	....
8	6½	....	Moon Motors	1,800	6¾	6½	6½	....
25¾	20	....	Moto Meter A	600	21¾	21	21¾	+ ¼
194¾	165	2	Motor Products	600	181	180	181	— ¾
47½	42½	2	Motor Wheel Corp.	2,700	44½	44	44½	+ ⅝
81⅞	63⅛	....	Mullins Mfg. Co.	700	65	64½	65	+ 1
77¾	67½	....	Murray Corp.	3,600	76½	68⅜	70⅛	+ 1⅜
118⅜	102¾	6	Nash Motors	20,300	109⅜	105⅛	109	+ 3⅝
6¾	5	....	Norwalk T. & R.	200	6	6	6	....
10	8	....	Omnibus Corp.	400	8⅝	8	8	— ⅛
153	129	3	Packard Motor Car	52,400	136	131	136	+ 4⅜
22½	18⅝	....	Peerless Motor Car	1,600	19¼	18⅝	19	— ¼
37⅜	28¾	....	Pierce-Arrow	3,500	32⅞	30½	32⅞	— ⅜
86½	72½	....	do pf	600	81	80¾	81	+ ⅝
31⅜	27⅛	.80	Reo Motors	5,400	27¾	27⅛	27¾	+ ¼
12¼	10¼	....	Reynolds Spring	2,500	10½	10¼	10¼	— ¼
57	45	....	Spicer Mfg. Co.	6,900	52⅛	49½	52	+ 2
145	121½	6	Stewart-Warner Speed	6,900	133½	127	133½	+ 3⅝
68⅞	52¾	....	Stromberg Carburetor	1,300	64	61	63⅜	+ 1⅜
98	77	5	Studebaker Co.	14,400	89¼	86½	88⅝	+ 2
83	74¾	3	Timken Roller Bear	6,100	77	74⅞	77	+ 2
44¼	41	2.50	Trico	2,500	41⅞	41	41⅜	+ ⅛
55¼	42	....	U. S. Rubber	12,100	50⅝	49½	50⅜	+ 1⅛
92½	81	....	do 1st pf	1,100	86	82½	86	+ 3⅝
49¾	45½	2	Westinghouse E. A. B	2,400	47	46½	47	— ⅛
52⅝	40⅝	1	White Motors	4,800	49⅝	48	49⅝	— 1⅜
35	29½	1.20	Willys-Overland	15,900	30⅝	29½	30⅜	+ ⅝
65	61¾	4	Yale & Towne	100	61¾	61¾	61¾	— ⅛
43⅜	26¼	....	Yellow Truck & Coach	5,400	38	37⅛	37⅝	+ ⅜

NEW YORK CURB MARKET

Sales.		High.	Low.	Close.	Net ch'ge.
1300	Auburn Auto	145	143	145	+ 3
1200	Bohn Alum	114⅞	113	114½	+ 3½
1200	Budd Ed	52⅛	49	52⅛	+ 3⅛
500	Bullard Co	48½	47⅛	48⅜	— ⅜
100	Caterpillar T	77	77	77	+ 1
21600	Checker Cab	80⅞	74½	80⅞	+ 5⅞
32300	Cities Service	100	95½	99⅜	+ 4⅛
400	Cities Serv pf	97½	97	97½	+ ⅛
200	Doehler D. C	36	35¾	35¾	— ⅛
1500	Durant Motor	16½	16	16¼	— ⅜
800	Ev Au Ld A	59⅞	59¾	59⅞	+ ⅛
200	Fageol Motor	6	6	6	+ ⅛
200	Fiat	14⅞	14⅞	14⅞	+ ⅝
150	Firestone	230	225¼	230	+ ⅜
80	Ford Canada	631	631	631	+ 3
200	Nat Rub Mach	36	35½	36	+ ⅝
500	Param'nt Cab	35⅞	34⅜	35	— 1⅜
100	Raybestos	73¾	73¾	73¾	— ¼
100	Rep M T Cifs	2⅛	2⅛	2⅛	— ⅜
700	Safe-T-Stat	25	24⅜	24⅝	+ ⅛
300	Seiberling	54½	54½	54½	— ½
7500	Serv-el Inc.	17	16½	16⅞	— ⅝
600	Sparks With.	160	158	160	+ ¼
600	Stutz Motor	19	18	18½	+ ¼
1500	Thermoid Co.	29	28	28⅝	— ⅜
1300	Thomps'n Pro	64⅜	62	64	+ 2⅜
800	Tim Det Ax	30⅝	29½	30⅜	+ ⅜
500	Triplex	29	28½	28⅞	— ⅜
200	U S Asbestos	45	49	49	— 1⅜
300	Watson, J W	10	10	10	....
500	West Auto	58½	56⅞	58½	+ 1½
500	Wire Wheel	34⅛	32⅝	34½	+ 1⅝

CHICAGO

Sales		High	Low	Last
100	Acme Steel	90	90	90
1700	Allied M Ind	52⅜	50½	52
1150	Allied Pd A	70	67	70
5500	Auburn Auto	148	141½	146½
150	Bastian Blessing	43	42	43
5350	Bendix Corp	115	110	115
9500	do rights	2¼	2	2¼
11950	Borg-Warner	139	132	139
100	do pf	102½	102½	102½
15800	do rights	3¾	3	3⅝
600	Chi Yellow Cab	32	31½	31½
400	Foote Gear	27	26¾	27
200	Hershey A	56¾	55½	56¾
100	do B	56	56	56
1350	Houdaille A	58	56	57
1650	do B	57¾	55	57⅜
200	LaSalle Ex Un	4¾	4½	4½
100	McQuay Norris	62	62	62
1100	Mohawk Rubber	58½	57	58
200	Perfect Circle	50	50	50
1600	Pines W F	215	210	215
50	Ross Gear	53	53	53
700	Sterling Motor	35	34	34½
100	Thompson rights	1	1	1
1350	United Corp pf	33½	32½	32½
300	Van Sicklen A	35	34½	35
450	Wilcox-Rich	47½	47	47
900	do B	45½	44	45½

CLEVELAND

20	Aetna Rubber	24	24	24
10	Akron Rubber	23	23	23
260	Falls Rubber	8¾	8	8
185	Faultless Rubber	38	37½	38
4	Firestone	221	221	221
20	do 7s pf	109	109	109
25	General Tire	250	250	250
668	India Tire	66	65½	65½
30	Jaeger Machine	37¼	37⅛	37¼
61	Miller Rubber pf	81½	81½	81½
480	Seiberling	55	53½	55

DETROIT

410	Auto F & B	13	13	13
525	Bohn Alum	115	114½	114¾
144	Detroit Motor Bus	9	9	9
1650	Federal Mogul	30½	30	30¼
320	Federal S Works	67	65⅛	67¼
40	Ford of Canada	635	634	635
200	Frost Gear	26¼	26¼	26¼
1708	Grand Rapids Met	16⅜	15½	16⅛
1105	Hall Lamp	25½	25	25½
490	Hutton Engr	31	29¼	31
375	Jackson Motor	37	36½	37
700	Lakey Foundry	33	32½	33
309	Michigan Steel	81	81	81
200	Packard Motor	134½	131	134½
150	Reo Motor	27½	27½	27½
700	Timken Axle	30⅛	30	30
760	Wilcox R P A	46	46	46

(The above tables show Monday's automotive stock movments, complete.)

The A. D. N. Analyst Looks Them Over

NOTICE

IN this department will appear daily an analysis of one or more companies in, or closely allied to, the automotive industry, covering the past history, present condition and future prospects of the companies so analyzed. It will be the purpose of the A. D. N. Analyst to deal with the smaller and less known manufacturing concerns, as well as with those more prominent, thereby giving analyses not to be found elsewhere. Readers who preserve their issues of Automotive Daily News will, through this department, build up a valuable fund of information about the financial standing of companies in the industry.

REYNOLDS SPRING COMPANY

LARGER profits appear to be in prospect for Reynolds Spring Company this year. Reports are to the effect that the firm is getting considerable Ford business, indirectly, and production schedules for 1929 are considerably higher than they were for last year.

C. G. Munn, president, in a recent statement, declared that the company had rearranged the spring division, and was entering 1929 on a sounder basis, with a large volume of business on hand.

There has been a noticeable revival of interest in the stock of the company, which is listed on the New York Stock Exchange, but although the turnover has increased, the price appreciation has not been great. The current level is around 11, compared with 10 at the beginning of the year.

Reynolds Spring Company manufactures automobile cushion springs and other types, and through a subsidiary is a maker of leather cushions for cars. The firm also makes radio and electrical equipment, Bakelite and similar moldings, upholstery, specialty leathers and hydraulic presses. It controls the National Appliance Company, manufacturer of interior and exterior flood-lighting equipment, which it purchased recently, and moved from Linden to Jackson, Mich. Other subsidiaries are the General Leather Company and the H. J. Grigoleit Company, makers of hydraulic presses.

Last year was one of increased income. Results for each of the second and third quarters of 1928 showed an improvement over the similar quarters of the preceding year, although the totals were small, and there was little change in the financial condition of the company during the year.

The net income for the first nine months of 1928 was $38,847, or $27.22 per share on the preferred stock and 6 cents on the common. This compared with a net loss of $33,615 in the corresponding period of the previous year. The net income for the September quarter of 1928 was $35,162, against a net loss of $8,039 in the September quarter in 1927. It is estimated that the report of earnings of the fourth quarter in 1928 will show a substantial gain over the preceding year.

There are 494,720 shares of common stock outstanding and two small issues of preferred. The book value of the common stock, excluding $580,646 patents, good-will and development, and $22,066 accrued dividends, was $8.54 a share as of September 30, 1928. The current assets as of that date totaled $2,169,117, as against current liabilities of $370,536. The net working capital was substantial, being $1,798,581.

No dividends have been paid on either issue of the preferred stock since the third quarter of 1926. The arrears to October 1, 1928, totaled $15.75 per share in each class. The latest dividend on the common was 25 cents, paid in 1925.

The best year for the company prior to 1928 was 1924, when the net income was $216,000. Although the financial reports for 1925, 1926 and 1927 showed profits after deducting operating expenses, there were deficits in each of these years after allowing for depreciation. The deficits were: 1925, $114,000; 1926, $156,000, and 1927, $162,000.

The common stock in this company sold as high as 29⅞ in 1923 and declined in price down through 1926. It showed some improvement in 1927 and its 1928 levels were slightly better than those of 1927. Its net gain in 1928 over the closing price of 1927 was 1½ points.

The price range on the common stock from 1923 to 1928, inclusive, follows:—

Year	High	Low
1923	29⅞	14
1924	22¾	9⅞
1925	18	8
1926	10⅝	4¼
1927	13	4
1928	14⅞	8¼

The Reynolds Spring Company is the successor to the Jackson Cushion Spring Company, which was incorporated in July, 1919. The name was changed just a year later, the predecessor company being dissolved at that time. In addition to its principal activities named above, the company molds radiator caps, gear shift balls, timer and ignition housings, tube bases, switch plates, saw handles and insulation pieces, using such synthetic mold compounds as Bakelite. It can engage, under its charter, in any other mercantile or manufacturing business, and controls a number of basic patents covering cushion springs.

The entire sommon stock issue of $643,800 of the General Leather Company was acquired by Reynolds in 1924 by the issuance of 210,548 no par common shares of its own stock. In 1927 the $276,200 worth of General Leather preferred was obtained in return for 45,360 shares of no par Reynolds common. General Leather was incoporated in New Jersey in 1916, when it acquired Hugh Smith, Inc., and E. S. Ward & Co., which had been running since 1862 and 1870, respectively. This concern is one of the country's largest makers of leather used in upholstery, performing the complete process from tanning the hides to turning out the finished leather. About one-half of its product is used in the automotive industry. Its plant is in Newark, N. J.

The H. J. Grigoleit Company was acquired by Reynolds in 1926, and is located in Jackson, Mich., where the two Reynolds plants are situated. It makes hydraulic presses, not only for use in its own molding plant, but for sale to the trade.

P. E. H. LEROY ELECTED GOODYEAR TREASURER

Akron, Feb. 12.—P. E. H. Leroy has been elected treasurer of the Goodyear Tire and Rubber Company, succeeding P. S. Hart, resigned.

Rim Production In January Near 2 Million Mark

(Continued from Page 1)

torcycle and airplane tire rims that held up the total and permitted a higher mark for the first month of the year, despite a decline in passenger car production.

Figures for the four classes were:—

	January	
	1929	1928
Passenger	1,517,300	1,646,456
Truck	307,644	160,126
Motorcycle	8,509	4,952
Airplane	1,754	.....
Totals	1,835,207	1,811,534

The month's totals for the different sizes of passenger car and truck tires were:—

	January	
Size—	1929	1928
18-inch	131,707	130,087
19-inch	518,378	322,785
20-inch	772,855	424,313
21 inch	22,774	715,931
Hi-press	15,022	11,034
Truck—		
20 inch	299,047	153,626
22-inch	6	282
24-inch	8,591	8,218

Detailed production figures follow:—

Rim Size—	Jan., 1929 No.	Jan., 1928 No.
M. C.		
24x3 "CC"	3216	*4072
24x3 Std.	4200	*4072
26x3 "CC"	756	*428
26x3 Std.	....	*428
28x3 "CC"	337	*452
28x3 Std.	....	*452
CLINCHER		
30x3½	45539	42306
18 IN. BALL.		
18x3½	....	8785
18x4	83694	116707
18x3.25	20077	....
18x4½	21112	4595
18x5	6824	....
19 IN. BALL.		
19x2.75	23216	....
19x3½	149585	81346
19x4	298345	175035
19x3.25	26519	....
19x4½	17189	66404
19x5	3519	....
20 IN. BALL.		
20x2.75	424180	....
20x3½	21530	46655
20x4	213110	261867
20x4½	53635	61065
20x5	42916	45525
20x6	16976	9201
20x6.75 DC	538	....
21 IN. BALL.		
21x2.75	....	502937
21x3½	18987	70730
21x4	8935	81935
21x4½	5852	59344
21x5	....	985
HIGH PRESSURE		
30x3½-23	6188	3524
32x4½-23	7606	3183
32x4-24	1228	3238
33x4½-24	....	406
33x4-25	....	683
20 IN. TRUCK		
30x5	254682	128020
32x6	28814	15429
34x7	10409	6663
36x8	5142	3044
40x10	....	470
22 IN. TRUCK		
36x7	....	282
38x8	6	....
24 IN. TRUCK		
34x5	2	2730
36x6	4552	2052
38x7	2541	553
40x8	1496	716
44x10	....	167
AIRPLANE		
8x3 SS	15	....
12x3 SS	24	....
16x3½ SS	919	....
20x4 SS	6	....
20x5 SS	2	....
20x6 SS	217	....
20x3 SS	215	....
18x4 Cl	356	....
Grand Total,	1,835,207	1,811,534

Note—*Motorcycle rims not divided as between "CC" and 3" Standard, in 1928.

FISHER, TOURING WEST, PREDICTS GREAT YEAR

Los Angeles, Feb. 12.—Lawrence Fisher, president of the Cadillac division of General Motors, is in this city for a three-weeks' visit. He predicted that this will be the best year in the history of the automobile business.

"The automobile industry is in a very healthy condition," stated Mr. Fisher. "We are looking forward to 1929 as the greatest year in the history of the industry. General Motors are running at 100 per cent. capacity and will continue so throughout the first half of the year. Beyond that no one can forecast."

BRAND MADE DIRECTOR OF INTERSTATE DROP FORGE

Milwaukee, Feb. 12.—W. H. Brand, vice-president of the First Wisconsin Company, was elected a director of the Interstate Drop Forge Company at the annual meeting of the directors of the company. The directors re-elected are: Edgar L. Wood, W. C. Frye, C. R. Messinger, W. J. Nugent, Clifford F. Messinger, L. S. Peregoy and C. E. Stone. The Interstate Drop Forge Company specializes in the manufacture of drop forgings only and is a big source of supply for the automotive and agricultural industries. The company is a part of an affiliated group consisting of the Chain Belt Company, the Federal Malleable Company, the Sivyer Steel Casting Company, all of Milwaukee. C. E. Stone is president; Lamar S. Peregoy, vice-president, and C. C. Bremer, secretary and treasurer.

G. M. Exports in 1928 Valued at $264,995,500 Total

(Continued from Page 1)

lowed by an exhibition of remarkable resilience to the sharp internal readjustments that naturally ensued. In western Europe generally it is obvious that the expected progress toward solution of the reparations problem will tend further to justify the outlook for substantial business possibilities.

"In South America, similarly, an optimistic tone prevails. In Japan, and especially in China, given stable government, the outlook is good. Continued prosperity has been the note for 1928 in the Dutch East Indies and Malaya. Economic conditions in Australia show improvement because of the good wheat harvest and the wool clip, with prices at a fair level. In New Zealand and South Africa the economic outlook also is excellent.

"In face of this general excellence of economic conditions the demand for motorized transportation is increasing rapidly on a world-wide front; yet proper regard is being had for the deep seated inertias involved, and the forward movement possesses distinct elements of soundness and of basis in reason that augur well for its uninterrupted continuance."

C. M. TICHENOR ELECTED VICE-PRESIDENT FOR CHAS. FRESHMAN CO. INC.

New York, Feb. 12.—Charles Freshman Company, Inc., announces the election of C. M. Tichenor as vice-president, in charge of production. This follows the recent leasing of the new factory at Clifton, N. J., where complete production of Freshman and Freed-Eisemann radio sets and speakers will be handled under one roof.

Mr. Tichenor has been in the manufacturing business for over twenty-two years, specializing in the automotive and electrical apparatus field. He was in charge of the operating end of Gray & Davis, Boston, following which he was vice-president and general manager of the Universal Pressed Steel Company of Detroit.

Following the war, Mr. Tichenor was assistant general manager of the Pierce-Arrow Motor Car Company, in charge of production. Until his connection with Freshman, a short time ago, he was works manager of the Kellogg Switchboard and Supply Company of Chicago, manufacturers of telephone apparatus, automobile ignition, radio sets and tubes.

OHIO PETROLEUM ASS'N. MEETS IN CLEVELAND

Cleveland, Feb. 12.—Effects of the latest developments in the motor industry upon the sale of oils and gasoline will be discussed in a three-day session of the Ohio Petroleum Marketers' Association, which opens at Hotel Statler, tomorrow.

NICHOLS NAMED DIRECTOR OF SPLITDORF-BETHLEHEM

Milwaukee, Wis., Feb. 12.—William W. Nichols, assistant to the president of the Allis-Chalmers Manufacturing Company here, was named a director of the Splitdorf-Bethlehem Electrical Company at the annual meeting.

CLASSIFIED ADVERTISEMENTS IN THE AUTOMOTIVE DAILY NEWS BRING RESULTS

Mercer Predicts Bodies of Future Of Seamless Steel

(Continued from Page 1)

teriors that will stand up better under public transportation use, and will permit passengers to have service, comfort and self-respect at the same time.

His criticism of tacky looking busses and taxicabs was thrown back on the public automobile operators by body builders.

Need for a ventilating system that will permit passengers in a closed car to have fresh air and still be immune from road dirt and fumes was stressed.

Mercer, in answer to a question, said that no important progress had been made toward the development of such a ventilator.

Tire men in the audience begged for more fender clearance, to permit use of tires that will carry greater loads. Body and chassis builders clashed over distribution of weight.

Mercer illustrated his talk with stereopticon slides illustrating the development of auto bodies from 1904 up to the present.

He urged builders to work for the low-line appearance and the light upper structure. He declined to make predictions on the possibility of profit in the production of radically new types.

"There is no standard in taste as there is in weight or measure," he said. "It is only by pleasing example that the public taste is formed. A radical line, incorporating enough reminders of the orthodox style, might catch on, or it might be rejected without even fair consideration."

PERFECT CIRCLE CO. PLANS NEW BUILDING

Hagerstown, Md., Feb. 12.—An announcement has just been made by the Perfect Circle Company, manufacturers of Perfect Circle piston rings, of a new three-year building program.

Ground was broken on February 7 for a new three-story building, to be the first unit of this new group. This structure, 100 feet by 60 feet will be made of concrete and will add 18,000 square feet of floor space to the present factory at Hagerstown, Md. It is to be exclusively a warehouse built especially to hold the 8,000,000 replacement ring stock made necessary by the demands of Perfect Circle jobbers and distributors.

Budd Mfg. Plans . . Extended Service

(Continued from Page 1)

lems that may arise, also has been formulated at Budd headquarters.

The nature of Budd body repair work virtually necessitates modern welding equipment and the employment of a staff of sheet metal workers large enough to take care of the usual demands that will be made by Budd body owners. However, the average modern service station is equipped with this type of machinery and personnel.

Establishment of this national chain of service stations is expected to be completed rapidly and in such a manner as to insure satisfactory service both to the dealer and the individual car owner.

DRIVERS' LICENSE BILL IN ILLINOIS OPPOSED

Chicago, Feb. 12.—The Drivers' License bill introduced in the 1929 session of the Illinois Legislature is opposed by the Chicago Automobile Trade Association. It is a modification of the so-called uniform Drivers' License bill drafted by the National Conference on Street and Highway Safety—otherwise known as the "Hoover Committee."

It's *easy* to get *genuine* Delco-Remy parts!

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